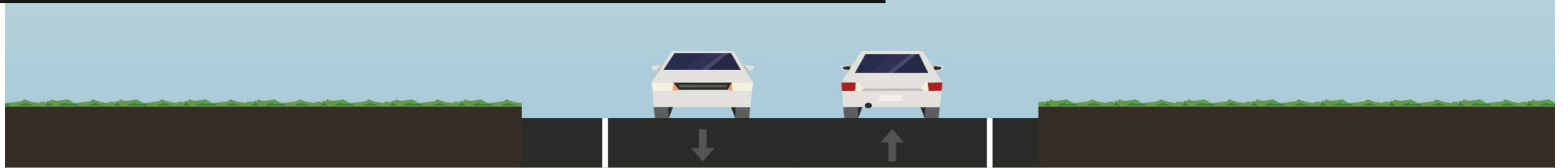


SCCOG

Route 2 Bicycle Facility Planning Study North Stonington

active mobility : rural context



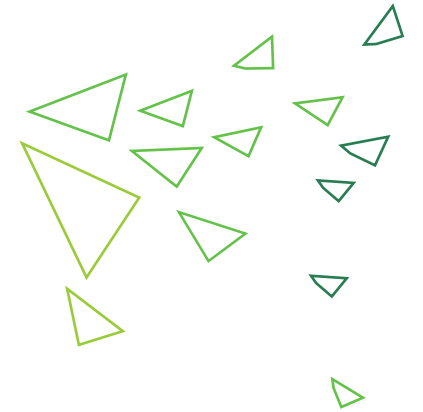
5'
Buffer

11'
Drive lane

11'
Drive lane

3'

Made with **Streetmix**



About Us

The Southeastern Connecticut Council of Governments (SCCOG) is a public agency with representatives from twenty-two towns, cities, and boroughs, formed to provide a basis for intergovernmental cooperation in dealing with a wide range of issues.

Regional Transportation

SCCOG functions as the region's Metropolitan Planning Organization (MPO), responsible for coordinating transportation planning in southeastern Connecticut.

The Problem



Rural Context

Route 2 connects municipal buildings and local businesses and provides direct highway access



Casino Driven Traffic

Since its 1992 construction Foxwoods Casino has been a major traffic generator



Regional Connector

Route 2 functions as an arterial connecting I-95 with points north and west of North Stonington



Regional Bike Demand

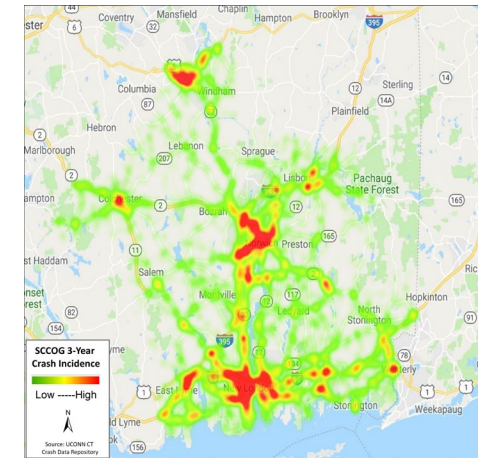
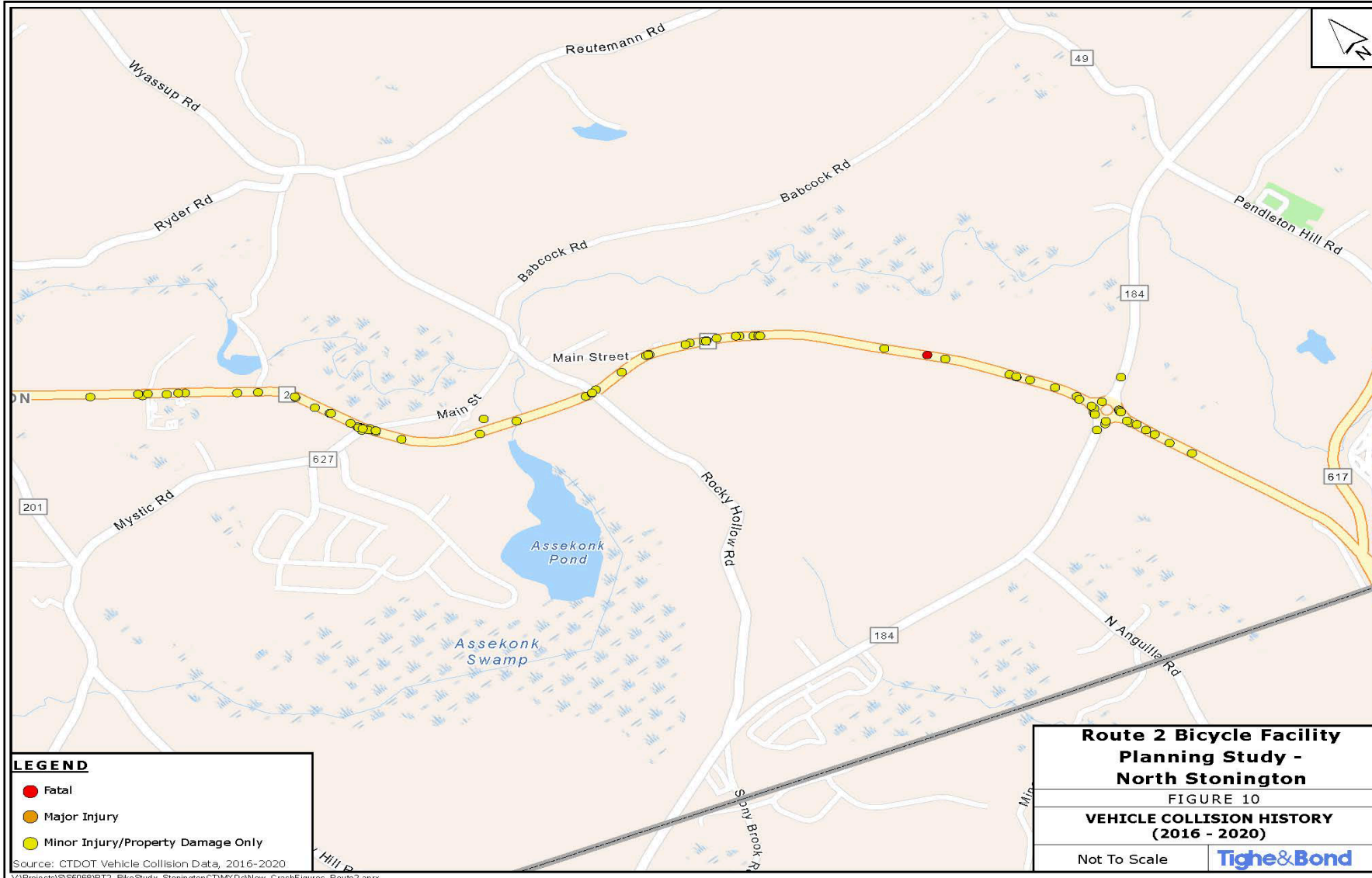
The 2019 SCCOG Regional Bike Pedestrian Plan identified regional use of Route 2



Local Pedestrian Demand

Pedestrian fatality (2018) in the southerly section of the studied corridor.
Narrow shoulders + high speed = unsafe pedestrians

The Problem



Goals

Multi-modal Accommodation

Improve Pedestrian and bicycle
access and mobility

Address different user types

Improve safety

Support active lifestyles

Support economic vitality

Address excessive speed



Challenges



Right of way

In some areas there is very little excess right of way



Utilities

Gas, electric, storm sewer and traffic control were identified



Stakeholders

Route 2 is a State facility

Winter maintenance would be a local responsibility

Opportunities



Coordinating efforts

- Signal updates by DOT
- VIP paving
- Maintenance activities



Economic Development

- Create new linkages to the village center, recreation, schools and commercial areas



Regional Livability

- Improves a regional cycling route and expands the benefits of tourism
- Regional utilization of transportation funding

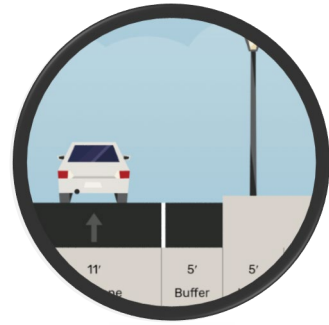


The Solution



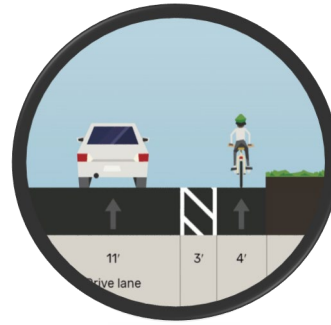
Separated path for high demand area

Development patterns and local knowledge indicate highest use between Route 627 and Main Street (south)



Upgrade shoulders throughout

Provide shoulders that meet current standards for shoulders or on-road bike facilities



Buffered bike lanes where demand is lower

Balance ROW constraints and safety. Provide 3' painted buffer securing the 4' bike lane



The Product



Context Sensitivity

Maintains functionality as an arterial, provides safe accommodation for various user types and abilities



Multi-mobility

Supports the needs of drivers, freight and active transportation

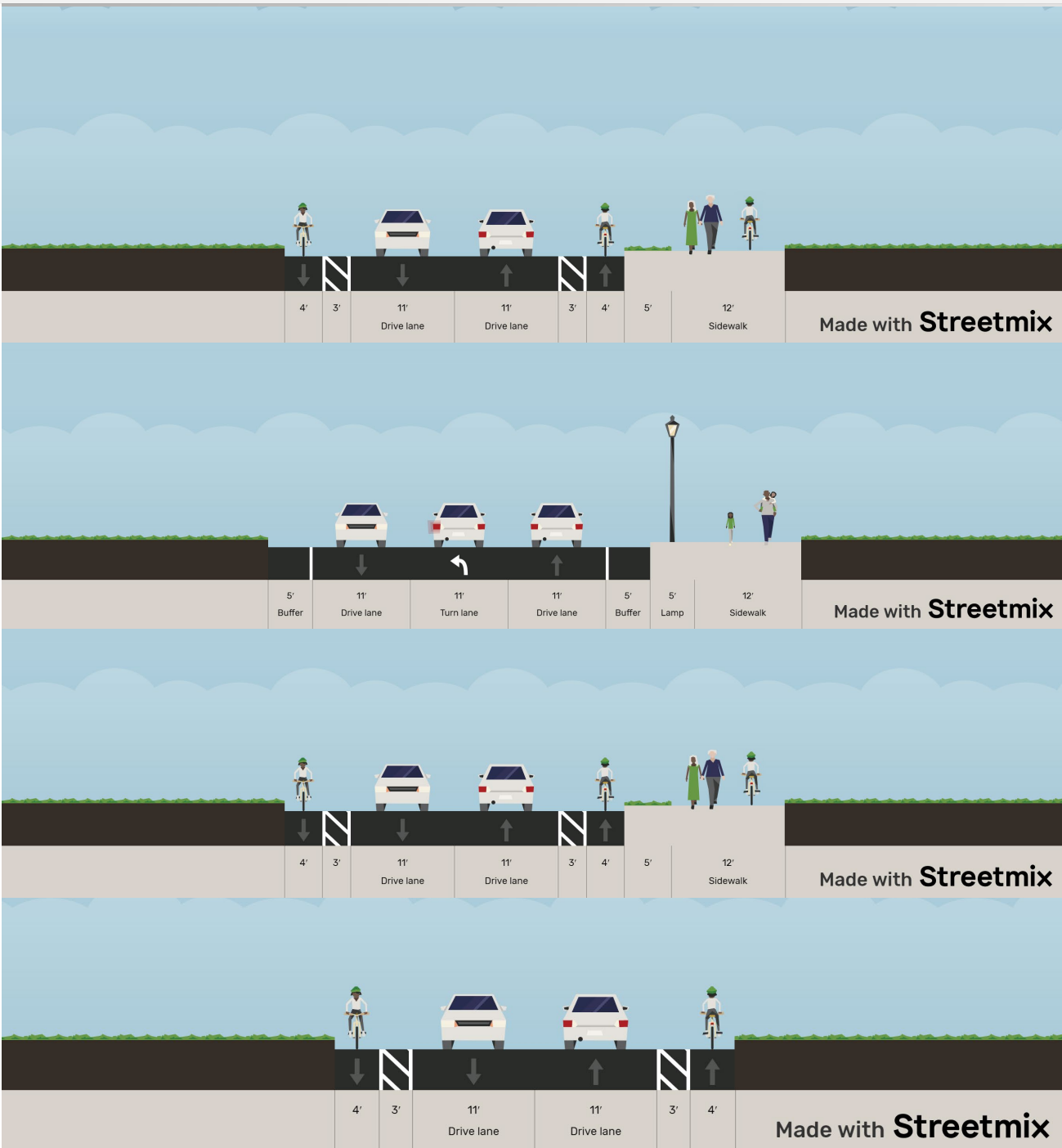
1		
	2A	
		2B

Phased approach

Reasonable project size

Logical Termini

Predictable transitions



Recommendations



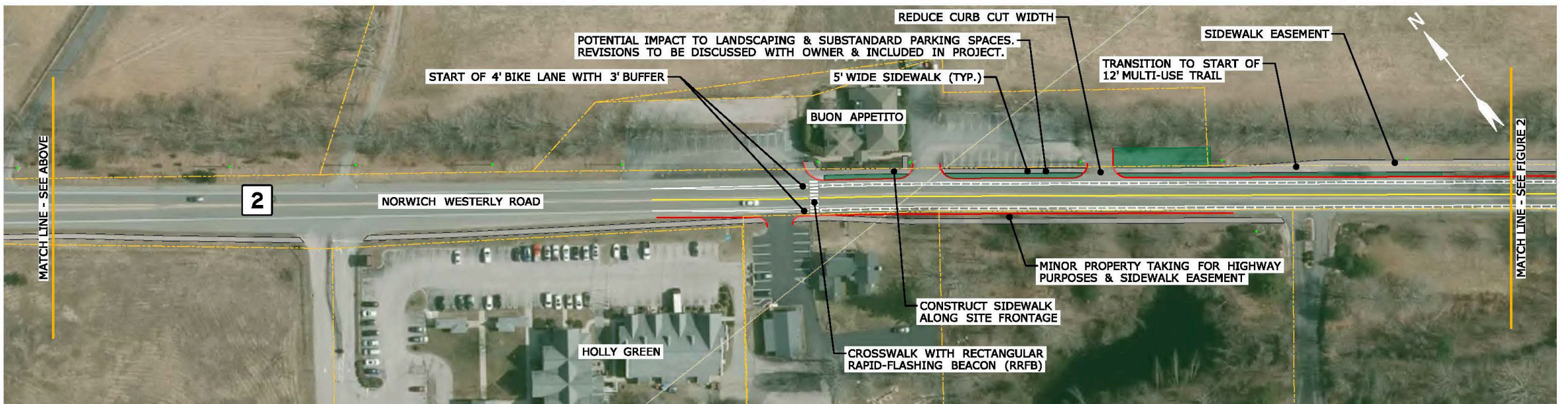


Figure 1

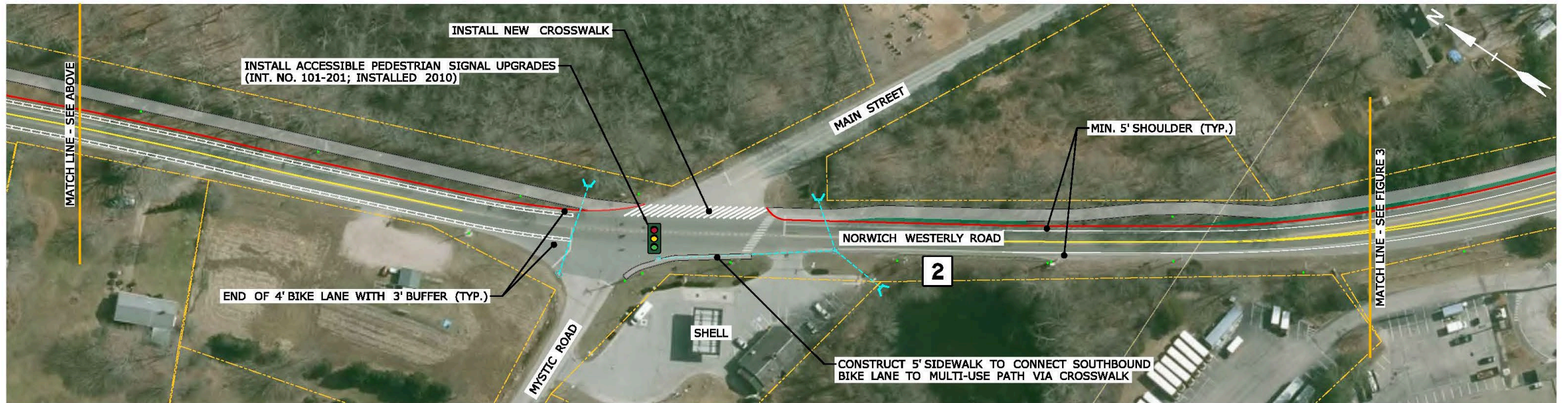
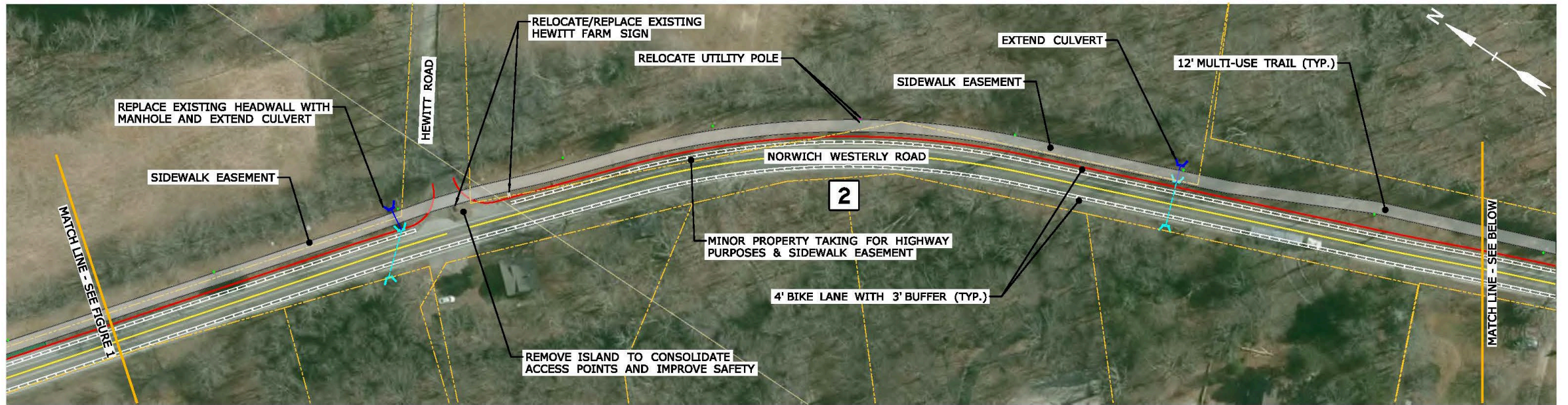


Figure 2

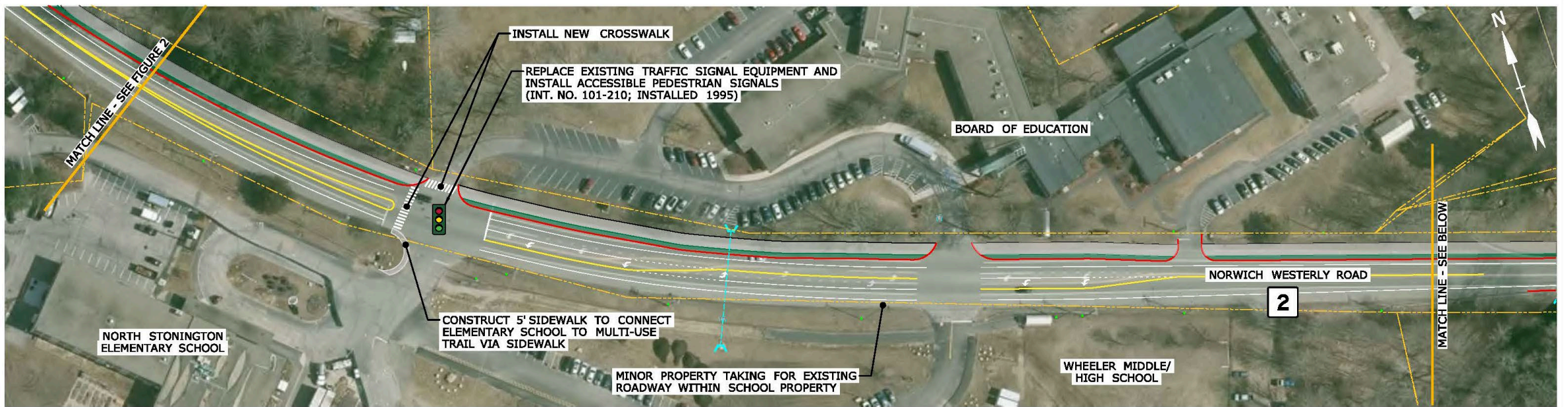
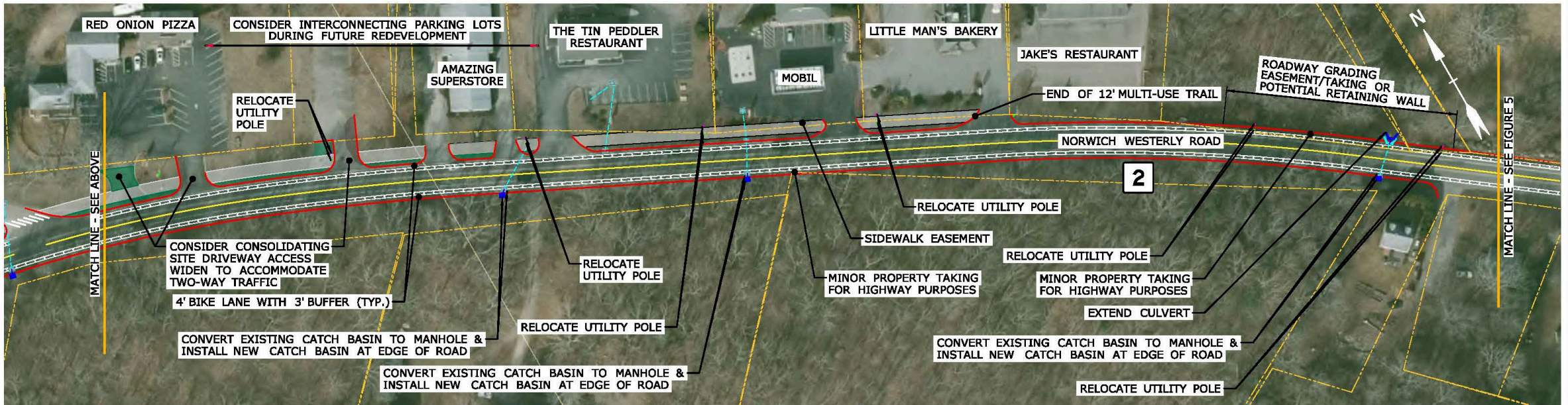
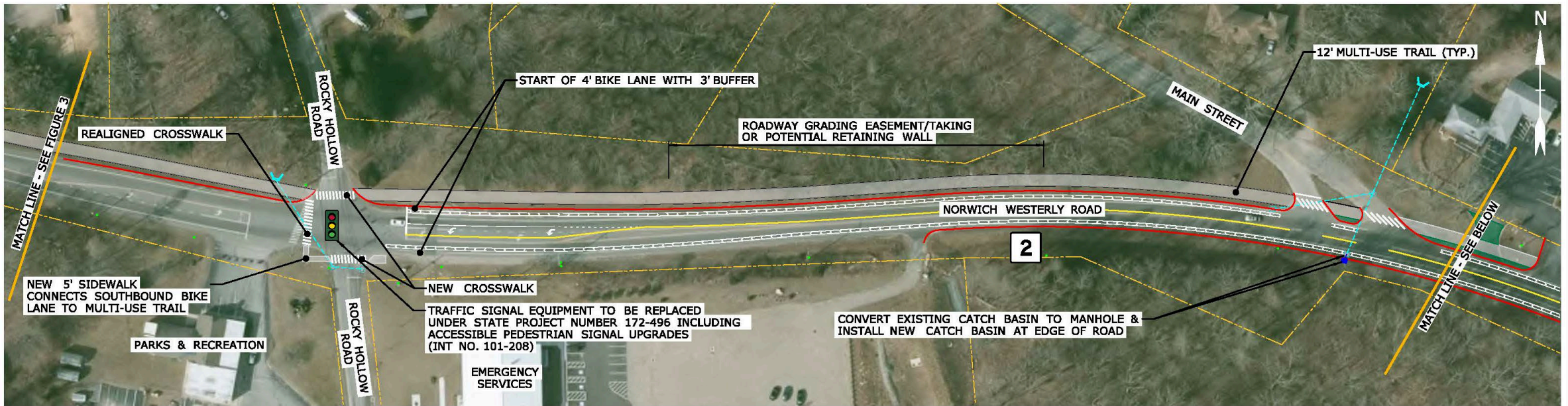
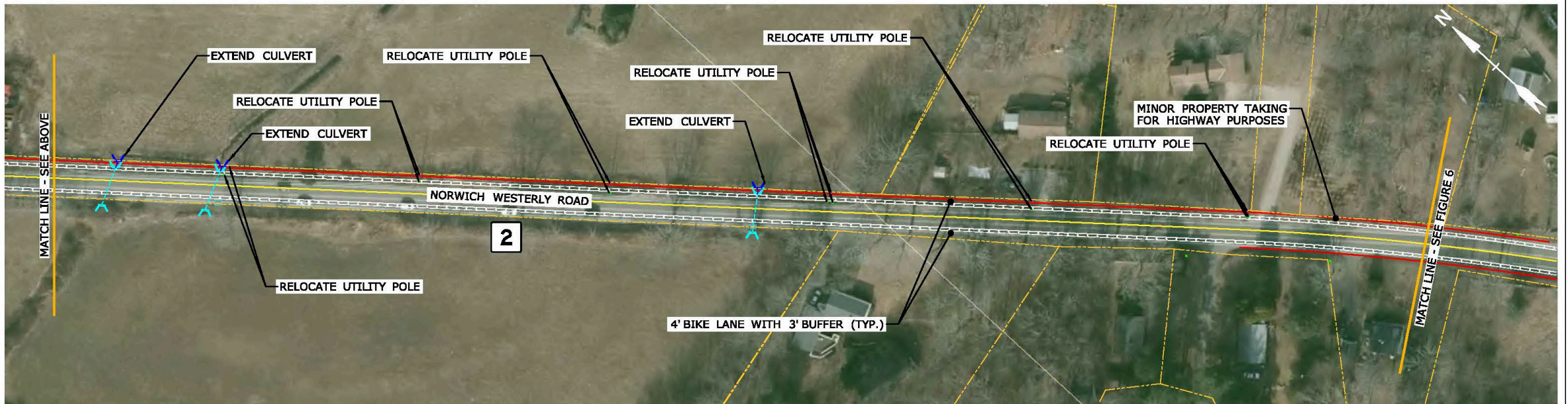
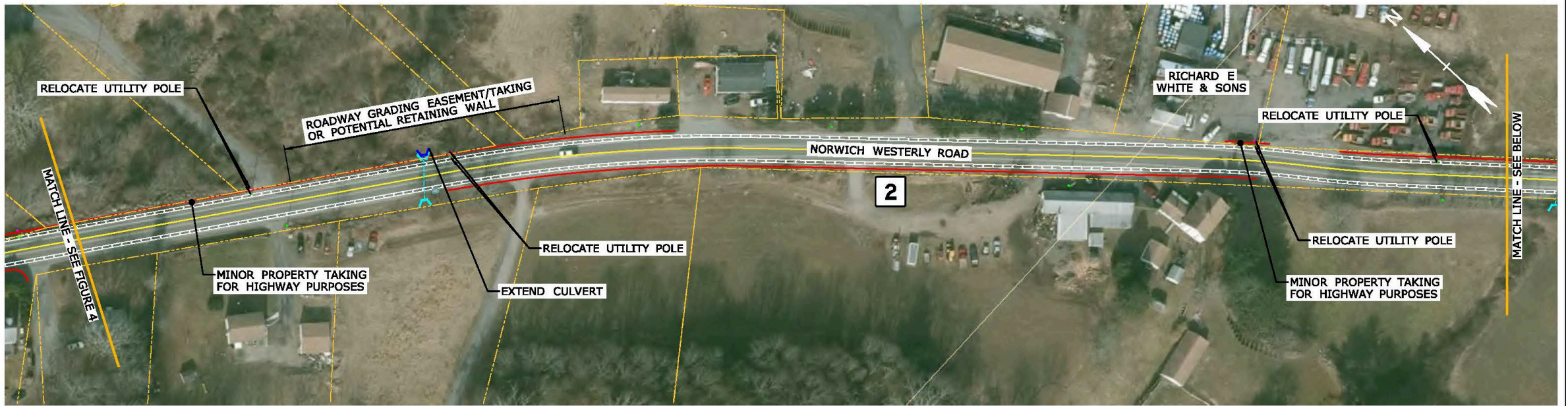
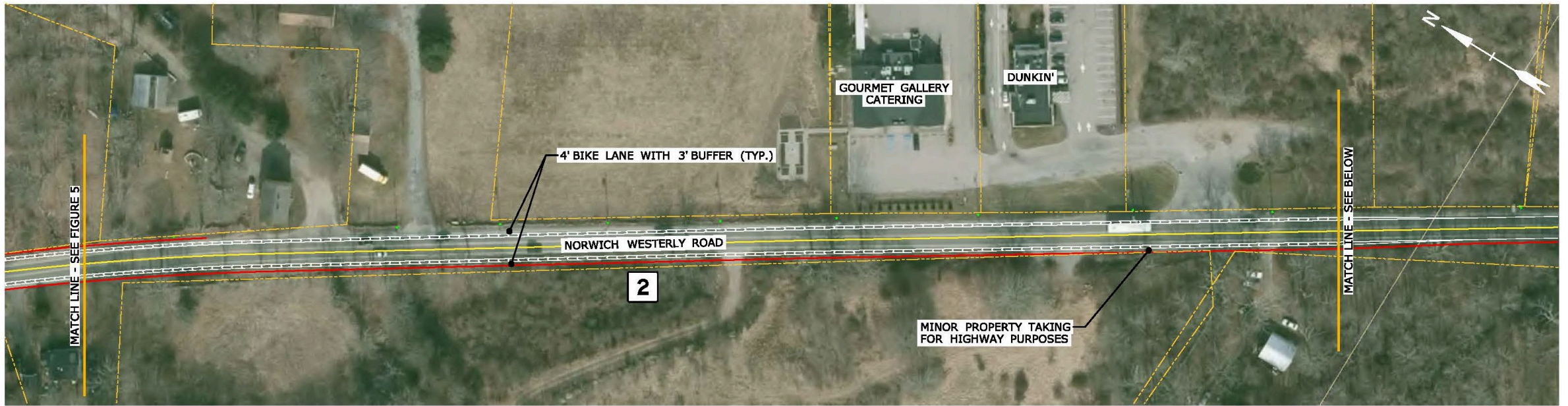


Figure 3







Financials

Opinion of Probable Construction Cost

Town of North Stonington
 Project No. 28-5068-007
 Sheet No. 1 of 1

Route 2 Bicycle & Pedestrian Facility Study

Based on Conceptual Plans (Figures 1 through 6; dated 06/30/2021)

Item	Unit	Quantity by Phase			Unit Price*	Cost by Phase			Total Cost
		Phase 2A (North)	Phase 1 (Central)	Phase 2B (South)		Phase 2A (North)	Phase 1 (Central)	Phase 2B (South)	
Multi-Use Trail (12' wide - Bit. Concrete)	SY	3,075	6,425	0	\$ 60.00	\$ 184,500.00	\$ 385,500.00	\$ -	\$ 570,000.00
Concrete Sidewalk (5' Wide)	SF	9,400	925	0	\$ 12.00	\$ 112,800.00	\$ 11,100.00	\$ -	\$ 123,900.00
Roadway Widening	SF	14,000	1,325	52,450	\$ 13.50	\$ 189,000.00	\$ 17,887.50	\$ 708,075.00	\$ 914,962.50
Mill & Overlay	Mill	91,000	163,000	171,000	\$ 2.30	\$ 209,300.00	\$ 374,900.00	\$ 393,300.00	\$ 977,500.00
Bituminous Concrete Driveway	SY	380	375	790	\$ 60.00	\$ 22,800.00	\$ 22,500.00	\$ 47,400.00	\$ 92,700.00
Bituminous Concrete Lip Curbing	LF	425	500	2,400	\$ 10.00	\$ 4,250.00	\$ 5,000.00	\$ 24,000.00	\$ 33,250.00
Manhole	EA	1	0	4	\$ 5,000.00	\$ 5,000.00	\$ -	\$ 20,000.00	\$ 25,000.00
Catch Basin	EA	0	0	4	\$ 4,000.00	\$ -	\$ -	\$ 16,000.00	\$ 16,000.00
Culvert	LF	50	15	30	\$ 1,500.00	\$ 75,000.00	\$ 22,500.00	\$ 45,000.00	\$ 142,500.00
RCP	LF	0	0	25	\$ 135.00	\$ -	\$ -	\$ 3,375.00	\$ 3,375.00
Concrete Endwall/Headwall	EA	2	1	5	\$ 8,000.00	\$ 16,000.00	\$ 8,000.00	\$ 40,000.00	\$ 64,000.00
Signal Replacements	EA	0	1	0	\$ 250,000.00	\$ -	\$ 250,000.00	\$ -	\$ 250,000.00
Pedestrian Signal Upgrades	EA	0	1	0	\$ 50,000.00	\$ -	\$ 50,000.00	\$ -	\$ 50,000.00
Landscaping	LS	1	1	1	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 60,000.00
Utility Pole Relocation	EA	1	5	12	\$ 10,000.00	\$ 10,000.00	\$ 50,000.00	\$ 120,000.00	\$ 180,000.00
Retaining Walls	SF	400	1,000	2,500	\$ 125.00	\$ 50,000.00	\$ 125,000.00	\$ 312,500.00	\$ 487,500.00

*Based on 2021 unit pricing with no inflation

Phase Descriptions (See Figure 9):

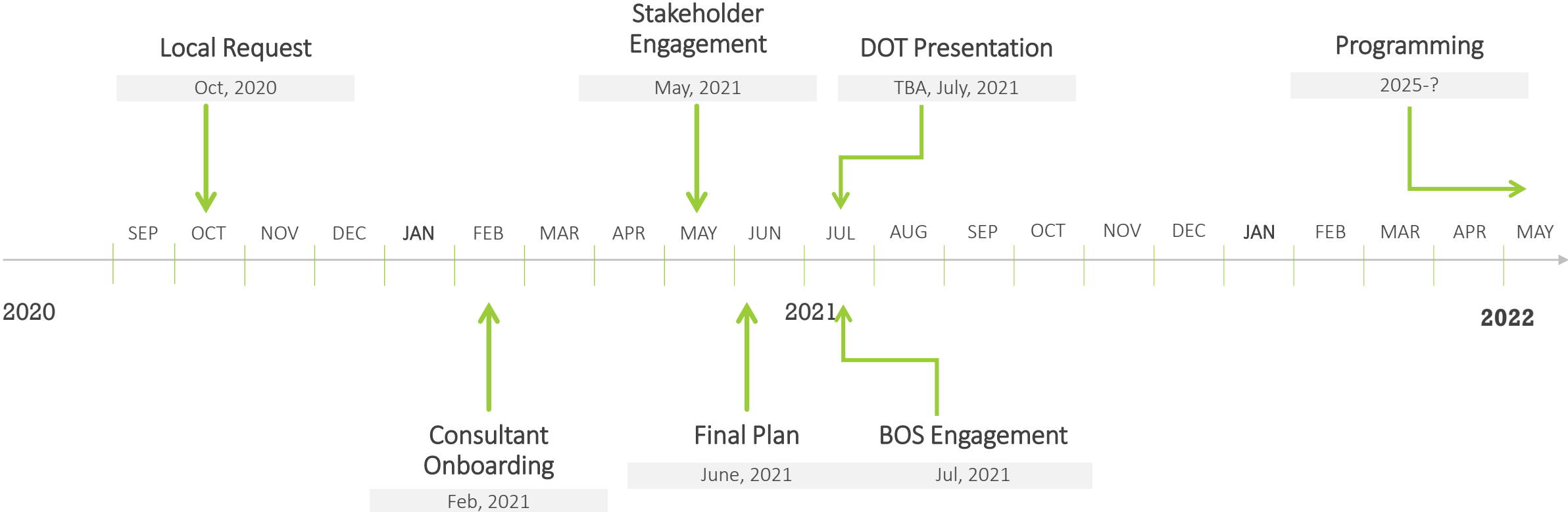
Phase 2A (North) - Holly Green to Main St./Mystic Rd. - Approx. 3,900 LF
 4' Bike Lane with 3' Buffer
 5' Sidewalk between Bellissimo Grande & Buon Appetito
 12' Multi-Use Path from Buon Appetito to Mystic Rd./Main St.

Phase 1 (Central) - Main St./Mystic Rd. to Rocky Hollow Rd. - Approx. 3,400 LF
 5' Shoulder & 12' Multi-Use Path
 Extension of 12' Multi-Use Path from Rocky Hollow Rd. to Commercial Note

Phase 2B (South) - Rocky Hollow Rd. to Rt. 184 - Approx. 7,250 LF
 4' Bike Lane with 3' Buffer
 (NOTE: 12' Multi-Use Path Included in Phase 1)

Itemized Subtotal	\$ 898,650.00	\$ 1,342,387.50	\$ 1,749,650.00	\$ 3,990,687.50
Minor Items (20%)	\$ 179,730.00	\$ 268,477.50	\$ 349,930.00	\$ 798,137.50
Clearing & Grubbing (2%)	\$ 21,567.60	\$ 32,217.30	\$ 41,991.60	\$ 95,776.50
Construction Staking (1%)	\$ 10,783.80	\$ 16,108.65	\$ 20,995.80	\$ 47,888.25
Maintenance & Protection of Traffic (4%)	\$ 43,135.20	\$ 64,434.60	\$ 83,983.20	\$ 191,553.00
Mobilization (7%)	\$ 75,486.60	\$ 112,760.55	\$ 146,970.60	\$ 335,217.75
SUBTOTAL	\$ 1,229,353.20	\$ 1,836,386.10	\$ 2,393,521.20	\$ 5,459,260.50
Contingency (20%)	\$ 245,870.64	\$ 367,277.22	\$ 478,704.24	\$ 1,091,852.10
Incidentals (25%)	\$ 307,338.30	\$ 459,096.53	\$ 598,380.30	\$ 1,364,815.13
Opinion of Probable Construction Costs	\$ 1,782,562.14	\$ 2,662,759.85	\$ 3,470,605.74	\$ 7,915,927.73
Opinion of Probable Construction Costs (Per LF)	\$ 457.07	\$ 783.16	\$ 478.70	\$ 544.05

Timeline





Summary

A feasible plan for enhancing Route 2

- A phased approach will allow the Town to see short term benefits while creating a more holistic system over the long term
- Construction timing will depend upon the Town and CTDOT
- Phasing enhances financial viability
- Central Segment provides the most value for North Stonington residents
- Shoulder improvements will address Safety Performance Goals
- Next Steps:
 - Meet with CTDOT to discuss programming
 - Program improvement with STP/CAMQ/TAP/HSIP (long horizon) or LOTCIP (shorter horizon)

Team



Town



Consultant



**Southeastern
Connecticut
Council of
Governments**



CTDOT




FHWA




Thank You

SCCOG

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