



SCCOG LOTCIP 2025 SOLICITATION OVERVIEW

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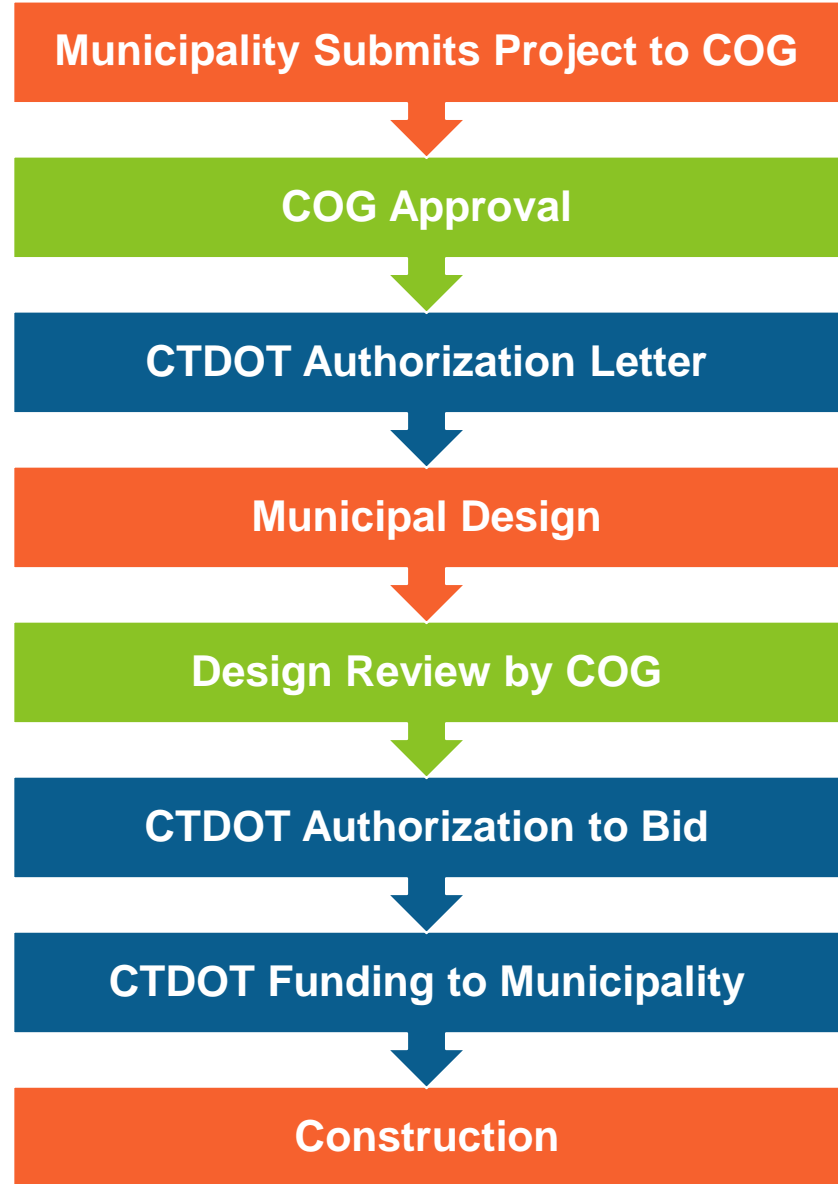
Christopher Granatini, PE – Project Director – Tighe & Bond

Craig Yannes, PE, PTOE, RSP1 – Project Manager – Tighe & Bond

LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (LOTICIP)

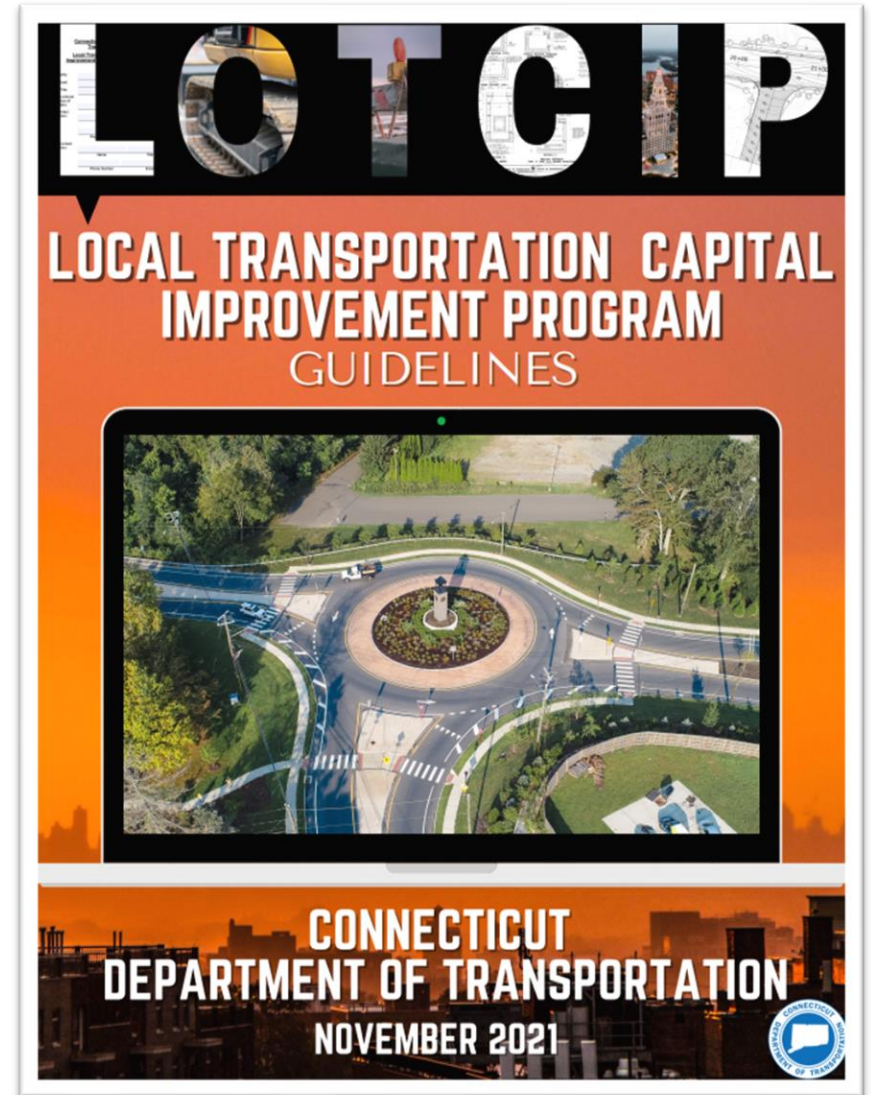
- **Municipalities fund 100% of design costs**
- **LOTICIP funds cover construction phase costs**
 - 100% Eligible Bid Costs
 - 10% construction contingency for costs of construction changes
 - 10% incidentals for municipal construction administration and observation
 - Utility Relocation Costs (share varies based on roadway & utility ownership)
 - Right of Way Costs
- **SCCOG is seeking to identify \$15 Million in projects**

LOTICIP PROCESS & SAMPLE PROJECTS



PROJECT ELIGIBILITY AND SOLICITATION PROCESS

- Refer to current CTDOT LOTCIP Guidelines for eligibility requirements
- Projects must exceed minimum estimated cost of \$300,000
- Alternate funding sources will be investigated for projects in excess of \$4 million
- **Two-Phase Solicitation Process**
 - Phase I: Pre-Application Submission
 - Phase II: Complete LOTCIP Funding Application
- **Note:** If a Municipality has a Complete LOTCIP Application ready for submission, that can replace your Phase I Application
- **Note:** Projects that may be more appropriately funded by another program will be identified after Phase 1 and SCCOG will communicate this to the submitting municipality



SOLICITATION SCHEDULE

Date	Activity
November 8, 2024	Solicitation Issued by SCCOG
November 20, 2024	Pre-Application Presentation by SCCOG (3:00 – 4:00 p.m., via Zoom)
January 17, 2025	Pre-Application Submission Due to SCCOG by email (by 4pm)
January 17, 2025	Subsurface Investigation Request Due to SCCOG by email (by 4pm)
April 1, 2025	Executive Committee Consideration of Screened and Ranked Pre-Applications
April 16, 2025	SCCOG Board Approval & Notification of Projects Selected for Full Application
May 2025	Subsurface Investigations Completed
June 6, 2025	Full LOTCIP Applications Due to SCCOG (4pm – email submission only)
September 2, 2025	Endorsement of LOTCIP Applications by SCCOG Executive Committee
September 17, 2025	Endorsement of Projects by SCCOG Board

- **Send to:**

- Debra Pierce, Transportation Planner, SCCOG, (dpierce@seccog.org)
- Craig Yannes, Project Manager, Tighe & Bond, (cdyannes@tighebond.com)

QUESTIONS ON OVERVIEW







PHASE I PRE-APPLICATION SUBMITTAL AND REVIEW

PHASE I: PRE-APPLICATION ITEMS

1. LOTCIP Application Cover Page and Section A Item 1 (Project Type)



**Connecticut Department of
Transportation**



**Local Transportation Capital
Improvement Program Application**

Municipality:	<input type="text"/>	COG:	<input type="text"/>
Route/Road:	<input type="text"/>		
Project Title:	<input type="text"/>		
Roadway Functional Classification (if applicable):	<input type="text"/>		
COG Contact Information:	<input type="text"/>	<input type="text"/>	
	Name	Title	
	<input type="text"/>	<input type="text"/>	
	Phone Number	Email	
Municipal Contact Information:	<input type="text"/>	<input type="text"/>	
	Name	Title	
	<input type="text"/>	<input type="text"/>	
	Phone Number	Email	

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets. **It is important that the application be as thorough as possible, as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the Municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

(A) Project Information

1. Select the type of proposed improvement (select all that apply):

Please note: The entire application must be completed for all projects in addition to any necessary supplemental sections (K through P) as determined by the type of project.

- Roadway Geometric Improvement
- Stand-Alone Sidewalk Construction
- Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- Intersection Improvement
Provide additional information as required in section L
- Bridge Rehabilitation/Replacement
Provide additional information as required in section M
- Major Drainage Improvement
Provide additional information as required in section N
- Pavement Structure Improvement
Provide additional information as required in section O
- Traffic Signal Replacement/Upgrade/New Installation/Coordination
Provide additional information as required in section P
- Other (please specify):
Provide additional information as required in section Q

PHASE I: PRE-APPLICATION ITEMS

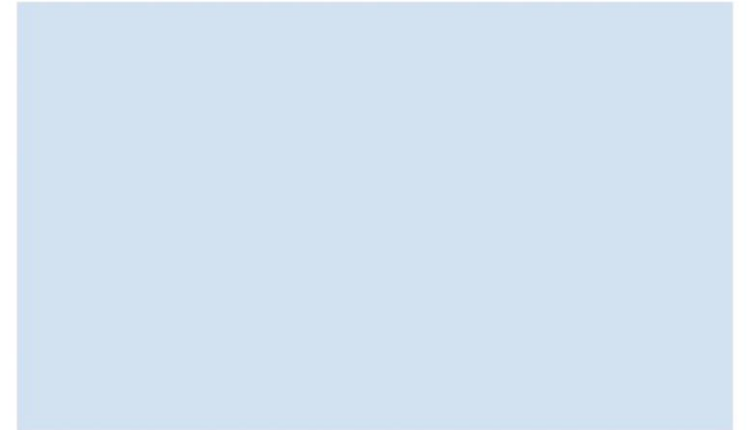
1.(cont.) Section A. 2 (Purpose & Need) & Section 3 (Project Description)

- Purpose & Need is the most important element of the pre-application process
- “Project Need” is an identified transportation deficiency or problem
- “Project Purpose” is the set of objectives that will be met to address the deficiency
- Deficiencies may include issues related to safety, the environment, congestion and traffic operations, access/mobility, equity, freight operations, pavement conditions, etc.
- Connect project to surrounding key elements/developments & SCCOG and Local Municipal Planning Studies
- Submit an attachment if additional space is needed

2. Describe the purpose and need of the project (i.e., what are the problems to be corrected?). Please provide adequate detail to clearly convey the nature of the problem(s) to be corrected. Provide photographs to document the existing conditions and support the purpose and need. (Attachments acceptable)



3. Provide a project description, including project limits and length, that specifically describe how the proposed improvements will correct the problem(s) identified in the purpose and need. Describe what alternative(s) were considered. (Attachments acceptable)



PHASE I: PRE-APPLICATION ITEMS

2. Site Location Plan

- Aerial or Map Background
- Define Project Location/Area
- Routes and Roadway Names
- Proximate Key Developments/
Traffic Generators
- Coordinate Plan with
requirements of the Bicycle &
Pedestrian Travel Needs
Assessment Form
- **Note:** A conceptual plan
can be provided, if
available.



PHASE I: PRE-APPLICATION ITEMS

3. Order of Magnitude Cost Estimate

- Include as much detail as feasible to establish cost
- Breakdown of major items and use of LOTCIP Cost Estimate form is desirable; but an overall cost range is acceptable
- Use rounded lump sum and approximate unit prices
 - Refer to:
 - [CTDOT 2024 Estimating Guidelines \(Section 5\)](#)
 - [Recent Municipal & CTDOT Bid Results](#)
- Include additional 25% for minor items
- Include inflation of 5% per year to projected construction year

L. Retaining Walls

The average unit costs are based on lump sum costs for wall divided by the area (length times height, measured from the top of footing to the top of wall). The unit cost is inversely proportional to the wall's area. Table 6 provides the recommended unit cost ranges, based on the size of individual walls and footings.

Area of Wall (square feet)	Unit Cost Range (\$/square foot)
<1,000	\$205 - \$305
1,000 – 5,000	\$130 - \$305
5000 – 10,000	\$120 - \$350
> 10,000	\$120 - \$185

Table 5. Recommended unit cost ranges for retaining walls.

M. Roadway Lighting

Expressway: \$65/linear foot
Ramps: \$50/linear foot
Individual Highway Pole & Light: \$13,000

N. Signalization

Permanent Signal Systems	
State Highway non CTSS intersection	\$375,000/intersection
State Highway CTSS intersection	\$650,000/intersection
Locally owned Signal System	\$475,000/intersection
Flashing Beacon	\$60,000/intersection
Accessible pedestrian signal (APS) and Sidewalk ramp upgrade	\$60,000 - \$100,000/intersection
Minor Modification	\$32,000/intersection
Major Modification	\$85,000/intersection
Temporary Signalization	
M&PT Bridge Projects	\$50,000 - \$75,000/location
Existing Signal	\$3,500/intersection
Utility Relocation for Signalization Projects	\$20,000/intersection
Rectangular Rapid Flashing Beacon (RRFB)	\$28,000/crossing location
HAWK	\$200,000/location
Temporary Detection	\$2,500/intersection

PHASE I: PRE-APPLICATION ITEMS

4. Plan & Study Reference Checklist

- Does the proposed project implement a recommendation of a SCCOG or local planning document?

OR

- How does the proposed project achieve SCCOG or Local plans goals & objectives
- Include link or attachment document
- Reference sections where relevant information is included

SCCOG LOTCIP Solicitation 2024
Plan & Study Reference Checklist

Project Name: _____
Project Location: _____

Plan / Study	Brief Description (Is the application project specifically recommended in the plan? / How does the project achieve the plan's goals & objectives?)	Link (or indicate PDF attached)	Reference (Include Section and/or Page)
<input type="checkbox"/> SCCOG Metropolitan Transportation Plan		--	
<input type="checkbox"/> SCCOG Regional Bike & Pedestrian Plan		--	
<input type="checkbox"/> SCCOG Regional Transportation Safety Plan		--	
<input type="checkbox"/> SCCOG Congestion Management Process		--	
<input type="checkbox"/> SCCOG Hazard Mitigation & Climate Adaptation Plan		--	
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			

PHASE I: SUBSURFACE INVESTIGATIONS & PAVEMENT DESIGN

- **SCCOG support available for subsurface investigations (Pavement Coring or Test Pits & Soil Sampling)**
- **Refer to LOTCIP Pavement Evaluation Checklist for requirements for investigations & pavement design**
- **Completed in May 2025 – data to be delivered for review and analysis**
- **Submit requests with Pre-Application, January 17th; first-come, first-served basis**



Source: Simco Drilling



Source: FHWA

PHASE I: SUBSURFACE INVESTIGATIONS & PAVEMENT DESIGN

Checklist:

1. Minimum level of information collected for all treatment categories:

- Latest ADT traffic volumes identified
- Functional classification of the roadway section identified
- Pavement surface age from existing records provided (if available)
- Existing records checked for pavement depth and presence of granular base or subbase
- Subgrade type identified using surficial mapping tools

2. Condition survey completed for the existing roadway using the “Pavement Evaluation Form for Local Roads Programs” on webpage:

- Distress information entered (type, severity, extent, and overall level)
- Top three (3) primary distresses identified
- Most suitable treatment category selected (refer to “Supporting Information for Local Roads Programs” on webpage)
- Representative photos taken of pavement conditions within the project limits

3. Information provided as required for selected treatment category (refer to requirements in Appendix P of LOTCIP guidelines):

Preservation

- Need for surface preparation identified (type of repair and extent)

Minor Rehabilitation

- Pavement coring
 - Cores taken every 500-feet
 - Cores measured for total depth and depth between layers
- Soils
 - One (1) split spoon sample or one (1) test pit taken every ½ mile
 - General description of base/subbase composition from visual inspection

Major Rehabilitation

- Pavement coring
 - Cores taken every 1000-feet
 - Cores measured for total depth
- Soils
 - Test pits taken every 1000-feet between cores to depth of 36 inches
 - Test pits measured for pavement depth, base/subbase depth, and depth to subgrade
 - Particle size distribution/sieve analysis performed (for FDR treatment only)
 - Blended gradation completed; see “Full Depth Reclamation Tool” at link above
 - Asphalt proportion less than 50% of total blend at proposed depth
 - General description of base/subbase composition from visual inspection (for other treatments in this category, including Peel and Pave)
 - Subgrade type identified using visual inspection (where encountered)

Full Depth Reconstruction

- Minimum information collected and condition evaluation performed as detailed above – no specific additional requirements

4. Pavement design performed according to AASHTO 1993 guide (use of CTDOT design tools on webpage is strongly encouraged):

- General information accurately filled out on “Introduction and Legend” sheet for both tools
- ESAL Calculator Tool
 - ADT entered from latest available data or traffic study
- Flexible Pavement Design Tool
 - Accumulated ESALs transferred from the ESAL Calculator Tool
 - Target cell is highlighted green and equals 0.00 (equation solved)
 - Adequacy cell is highlighted green and indicates “Yes” (provided SN > required SN)

SOLICITATION RANKING CRITERIA

- **Program Eligibility – Project Must Qualify**
 - Rural major collector and major arterial roadways
 - Urban major and minor collector and arterial roadways
 - Any sidewalk or multi-use trail project (not purely recreational trails), but incidentals are limited
 - Bridges on eligible roadways must have spans >20'
 - Refer to the [CTDOT Functional Classification Map](#)
- **Implements Recommendations Included in SCCOG Core Plans or Secondary/Corridor Specific Plans**
- **Inclusion in Municipal Core Plans or Other Plans**
- **PROWAG/Bicycle & Pedestrian Safety and Mobility Improvements**
- **Project Type**
 - Maximize the benefits to the transportation system – projects that efficiently address multiple issues will be looked at favorably

QUESTIONS ON PHASE I APPLICATION





PHASE II FULL LOTCIP APPLICATION

PHASE II: BICYCLE & PEDESTRIANS

CTDOT Bicycle and Pedestrian Travel Needs Assessment Form (BPTNA)

- Complete all sections of the form
- Include explanations and attachments as needed
- Coordinate Study Area Map with Site Location Plan
- **Note:** Do not submit form to CTDOT at this time (as indicated on the form)

2.2 Analysis of Study Area		
Using the map prepared in Section 2.1, and the resources suggested below, answer the following questions about the study area. [For State/District-wide or Division of Traffic Engineering projects with many locations use the "Multi-location BPTNA Table" at: https://portal.ct.gov/DOT/PP_Policy/Documents/BikePed_Dashboard to answer questions marked with an (*)]		Explain as needed (attach additional sheet(s) if needed)
a. * Referencing the CTDOT Interactive Bike Map located at: http://www.ctbikepedplan.org/interactivemap.html is this project located on the Connecticut Statewide On-Road or Off-Road Bicycle Planning Network?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
b. * Have all existing bicycle, pedestrian and transit features within and just beyond the project limits (such as: features and ADA accessibility of existing bus stops, sidewalks, shoulder widths, bicycle markings/signs, shared-use paths, etc.) been identified and assessed for condition and need? (If assistance is needed identifying Transit requirements a request can be sent to: DOT.PTransBikePed@ct.gov)	Yes <input type="checkbox"/> No <input type="checkbox"/>	
c. * Are there any areas of concern where physical impediments to non-motorized travel through the study area exist? Physical impediments can be excessive grade, limited width of roads/bridges, gaps or need for sidewalks (indicated by worn foot paths), utility poles or other appurtenances restricting access, etc.	Yes <input type="checkbox"/> No <input type="checkbox"/>	
d. * Is there any reason to anticipate an increase in travel by non-motorized and /or transit users through the project limits in the future?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
e. * Based on the U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) , are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that cannot be addressed in this project?	Yes <input type="checkbox"/> No <input type="checkbox"/>	
f. * Is there a pattern of bicycle or pedestrian crashes within the project area? Crash information can be found by accessing the UCONN Crash Repository at (https://www.ctcrash.uconn.edu/).	Yes <input type="checkbox"/> No <input type="checkbox"/>	

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS			
Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. [For State/District-wide or Division of Traffic Engineering projects with many locations answer this section by considering all sites as if they were one location]			
3.1 Pedestrian Facilities and Crossing Treatments		3.2 Bike Facilities (Cont.)	
a. New sidewalks	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	e. Signage and/or pavement markings	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
b. Pedestrian median crossing island	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	f. Bicycle parking, bike racks/lockers	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
c. Curb extension/bulb-outs	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	g. Trail Improvements, including parking	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
d. Reduced Corner Radius	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	h. Special height railings	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
e. Pedestrian bridge/tunnel	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	3.3 Bike & Pedestrian Treatments	
f. New or relocated unsignalized or mid-block crossing	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	a. Road diet	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
g. Enhanced illumination at pedestrian crossings	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	b. Narrowing travel lane width	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
h. Pedestrian signing and yield lines	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	c. Corridor-wide speed calming	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
i. Parking restrictions near crossings	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	3.4 Transit Facilities	
j. Pedestrian hybrid beacon (PHB; also known as the High intensity Activated crossWalk (HAWK))	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	a. New or revised bus stops	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
k. Rectangular rapid flashing beacon (RRFB)	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	b. Bus shelters	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
l. Pedestrian fencing on bridges	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	c. Standing pads	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
		d. New or revised crossing for bus stop	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
		3.5 Streetscape Elements	
3.2 Bike Facilities		a. Landscaping, street trees, planters, buffer strips, etc.	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
a. Dedicated bike lane or cycle track	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	b. Decorative lighting	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
b. Shared-used lanes	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	c. Public seating or benches	Yes <input type="checkbox"/> N/A <input type="checkbox"/>
c. Shared-used path	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	3.6 Other (please specify):	
d. Wider shoulders	Yes <input type="checkbox"/> N/A <input type="checkbox"/>		

PHASE II: CONCEPT-LEVEL DESIGN DRAWINGS & ADDITIONAL INFO

- **Concept plans must include, at a minimum, the elements outlined in Section A(4) in the LOTCIP application, and the following key items should be considered and included, where relevant:**
 - ROW & Impacts
 - Utility Impacts
 - Drainage Needs
 - Grading/Walls
 - Bridges/Culverts
 - Environmental Resource Impacts
 - Traffic, Bicycle, & Pedestrian Access/Safety Enhancements
 - Consider Additional Project Elements to meet Permitting Design Requirements
- **Provide additional information required based on project type (Sections K through Q)**
- **Check “Utility Companies by Town List” and “Utility Company Contact List”**
 - (<https://portal.ct.gov/DOT/Utilities/Utilities>)

4. Provide concept plans of the proposed improvement. The plans must be sufficiently developed and provide enough detail on a scaled drawing (including aerial photography base mapping if possible) to identify the following:

Inc. N/A

- Project location
- Limits of project
- Approximate limits and extent of any pavement widening or realignment
- Proposed number of lanes, widths, and arrangements
- Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.)
- Structures (e.g., Retaining walls, bridges)
- Watercourses
- Typical Cross Section including lane and shoulder widths, pavement structure, etc.

Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks

The Table below should be used after an engineering study has been performed and determined that a marked uncontrolled crosswalk is appropriate. Countermeasures shown in the chart are not mandated or required, and should be based on engineering judgment.

Town: _____ # of Lanes/Crosswalk Length: _____ ADT: _____ Presence of Lighting: _____ Median Presence: _____
 Location: _____ Ped. Generator Nearby: _____ Posted Speed: _____ # of Pedestrians/Hour: _____ Sightline: _____

# of Lanes	Roadway Average Daily Traffic (ADT) and Posted Speed Limit*								
	1,500 < ADT < 9,000			9,000 < ADT < 15,000			ADT ≥ 15,000		
	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH
2	A	A	C/D	A	A	C/D	A	A	D
3 (w/ raised median)**	A	A	C/D	A	C/D	C/D	A	C/D	D
3 (w/o median)	A	A	D	A	C/D	D	A	D	D
4+ (w/ raised median)**	A	A	D	A	C/D	D	C/D	D	D
4+ (w/o median)	A/B	B	B/D	B	B/C/D	B/D	B/C/D	B/D	B/D

Countermeasures (include A at a minimum):

A - High-Visibility Crosswalk with markings, signage (consider including overhead lighting)

B - Pedestrian Refuge Island

C - Rectangular Rapid Flashing Beacon (RRFB) – Minimum crossing volume of 20 pedestrians/hour recommended; or 10 pedestrians/hour if there are a high number of vulnerable users, or if the reduced volume is met for three consecutive hours

D - Pedestrian Hybrid Beacon (PHB; previously HAWK) – Refer to MUTCD Figures 4F-1 and 4F-2 for minimum criteria conditions

Additional countermeasures (less commonly used):

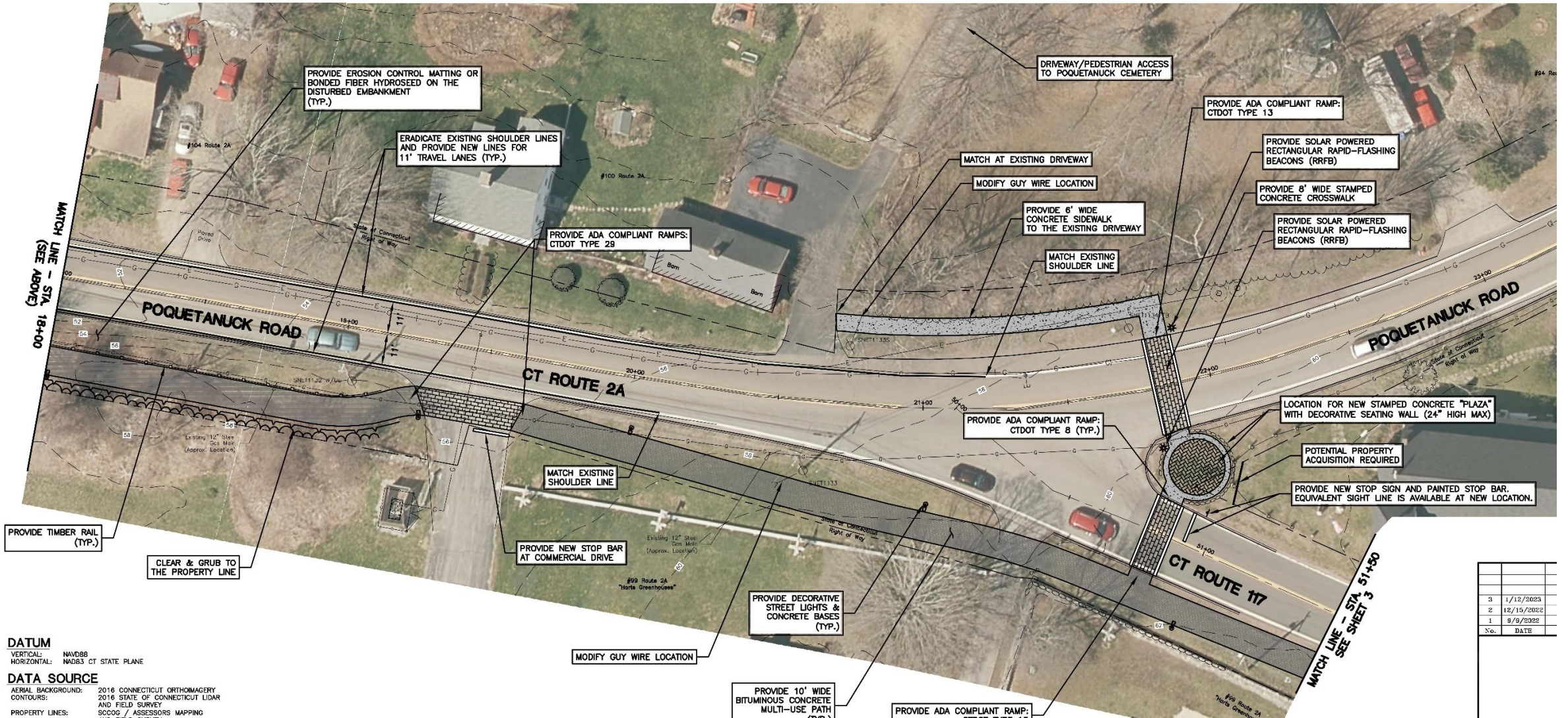
Curb Extensions

Road Diet – Consider this countermeasure for all roadways with four or more lanes without a raised median; typically, Road Diets are considered for roadways with current and future ADT equal to or less than about 20,000 vehicles per day

In-Street Pedestrian Crossing Sign – Towns may request this countermeasure on State roads under encroachment permit

Raised Crosswalk – Not used on State roads but can be installed by municipalities on local roads

PHASE II: FULL LOTCIP APPLICATION PLAN SET (SECTION A, ITEM 4)

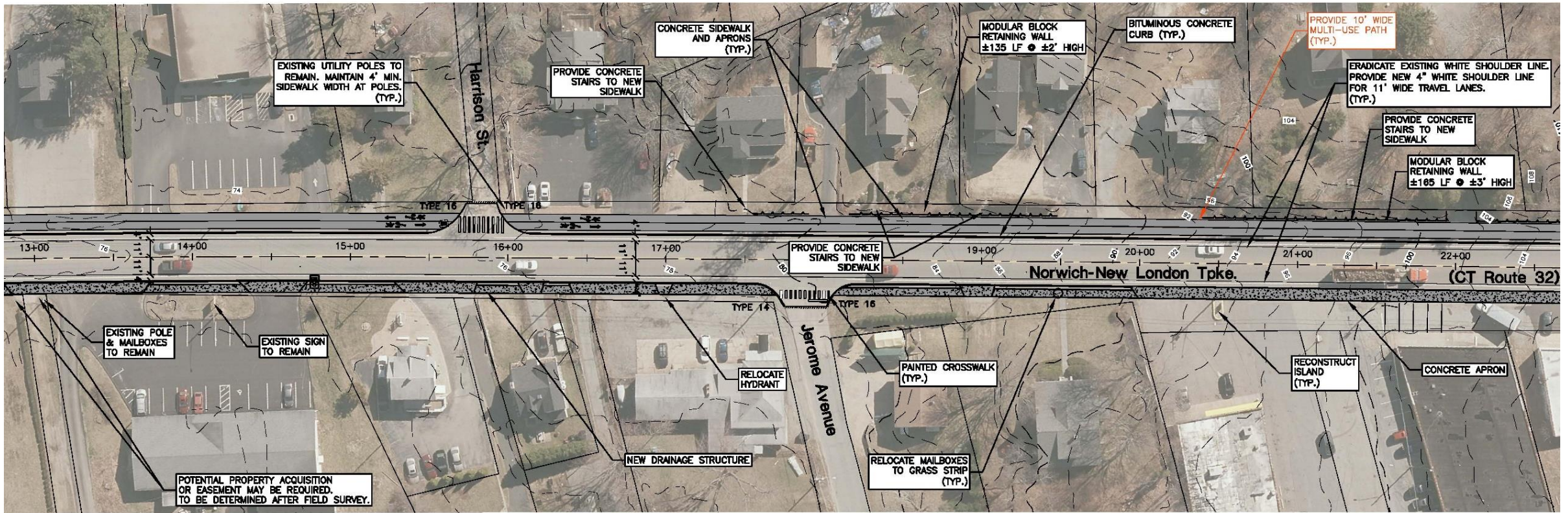


DATUM
 VERTICAL: NAVD88
 HORIZONTAL: NAD83 CT STATE PLANE

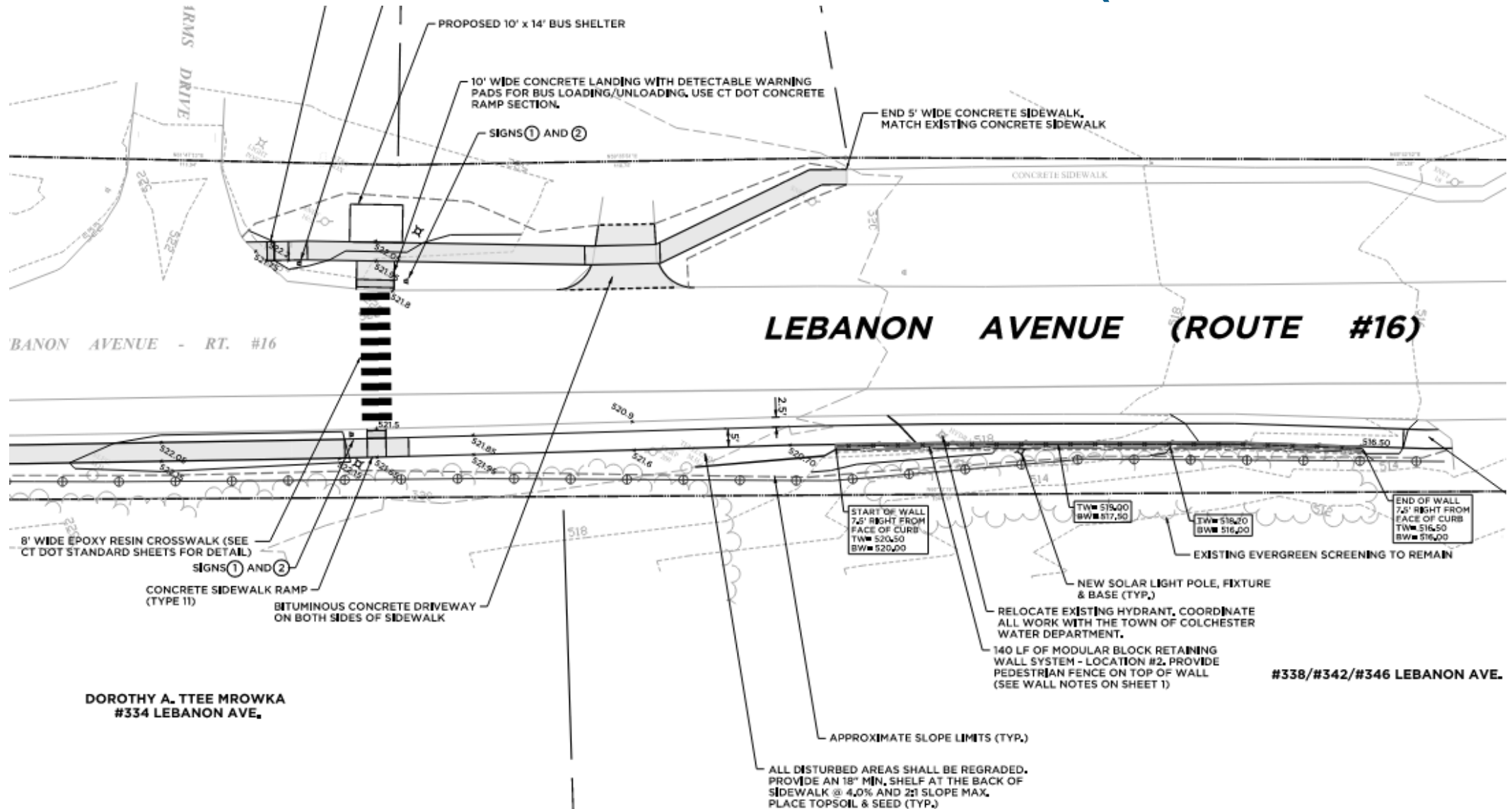
DATA SOURCE
 AERIAL BACKGROUND: 2016 CONNECTICUT ORTHOMAGERY
 CONTOURS: 2016 STATE OF CONNECTICUT LIDAR AND FIELD SURVEY
 PROPERTY LINES: SCCOG / ASSESSORS MAPPING

No.	DATE
3	1/18/2023
2	12/15/2022
1	9/9/2022

PHASE II: FULL LOTCIP APPLICATION PLAN SET (SECTION A, ITEM 4)



PHASE II: FULL LOTCIP APPLICATION PLAN SET (SECTION A, ITEM 4)



QUESTIONS & DISCUSSION

Additional Links:

CTDOT LOTCIP

- [CTDOT LOTCIP Guidelines](#)
- [CTDOT LOTCIP Presentation \(See What is LOTCIP? Link\)](#)
- [CTDOT LOTCIP Application](#)
- [CTDOT Pedestrian and Bicycle Needs Form](#)
- [CTDOT LOTCIP Cost Estimate Template \(See Sample Cost Estimate Form Link\)](#)
- [CTDOT LOTCIP Pavement Evaluation Checklist](#)
- [CTDOT Complete Streets Design Criteria](#)
- [CTDOT Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks](#)
- [CTDOT Cost Estimating Guidelines \(Section 5\)](#)
- [CTDOT Master Item Bid List](#)
- [CTDOT Bid Results](#)

SCCOG

- [All SCCOG Publications](#)
- [SCCOG Metropolitan Transportation Plan](#)
- [SCCOG Regional Bike & Pedestrian Plan](#)
- [SCCOG Regional Transportation Safety Plan](#)
- [SCCOG Congestion Management Process](#)
- [SCCOG Hazard Mitigation & Climate Adaptation Plan](#)
- [Route 161 Corridor Study](#)
- [Route 32 Corridor Study](#)
- [Route 2 Bicycle Facility Planning Study](#)
- [Joint Land Use Studies](#)
- [Chelsea Harbor / Downtown Norwich Mobility Study](#)

Questions:

Debra Pierce, SCCOG Transportation Planner
at 860-889-2324 or dpierce@seccog.org

