

August 24, 2005

To: Regional Planning Organization Directors

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Subject: STP-Urban Pavement Rehabilitation/Sidewalk Guidelines

On June 4, 1996, the Connecticut Department of Transportation (Department) issued guidelines concerning pavement rehabilitation under the STP-Urban program. Those guidelines have now been amended to allow the Metropolitan Planning Organizations (MPOs) to select stand-alone sidewalk projects under this funding program.

This new initiative was taken by the Department in an effort to address the issue of pedestrian safety in a positive manner. As is the case with pavement rehabilitation projects, this is not a set-aside program for sidewalks. MPOs should continue to select projects that have the highest regional priority and that address the needs identified in the regional long-range transportation plans. If a sidewalk project is selected under that criteria, it will be entertained according to the terms set forth in the guidelines.

If you have any questions on the revised guidelines or their application, please contact your field coordinator.

Enclosure

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Connecticut Department of Transportation
STP-Urban Pavement Rehabilitation/Sidewalk Guidelines

General Principles

The STP-Urban program is not a town-aid or sub-allocation program. It is a program intended to address regional priorities. Metropolitan Planning Organizations (MPOs) should select proposed projects based on the merit of the project. The proposed projects should have the highest regional priority, not simply local priority, and shall address issues and deficiencies identified in the region's long range transportation plan.

Use of STP-Urban Funds for Pavement Rehabilitation

Under certain circumstances, pavement rehabilitation projects will be considered for funding through the STP-Urban program. However, this can only occur if certain guidelines are followed by the MPO and the outlined criteria are met.

Pavement Rehabilitation Criteria

General

Pavement rehabilitation is considered a roadway improvement that is distinctly different from pavement resurfacing. Resurfacing typically involves installation of a new wearing surface of 1-2 inches (25-50 mm) with minimal pretreatment of the existing surface. Pavement rehabilitation requires more extensive pretreatment, evaluation of the existing pavement structure and a designed overlay.

Criteria

In order for a project to be considered under these guideline, it must address the following requirements:

- **Geometric and Safety Improvements**

No rehabilitation project will be approved unless it is demonstrated that the existing geometric and safety conditions meet the minimum standards specified in the applicable American Association of State Highway and Transportation Officials (AASHTO) standards. If the project does not meet the minimum standards, the sponsor shall request the appropriate waivers from The Connecticut Department of Transportation (Department). Waiver requests will be reviewed by the Department and approved on a case by case basis. Waivers are not automatic.

- **Pavement Structure**

Site specific evaluations will determine if a designed overlay with pretreatment of the existing pavement structure, or total replacement of the pavement structure, including subbase, is warranted. The designed pavement structure must meet the minimum life expectancy of 15 years.

To qualify as rehabilitation, a project shall result in substantial structural improvement. The current AASHTO Guide for Design of Pavement Structures will be used to determine the new pavement depth.

- **Drainage**

The adequacy of the existing drainage system shall be demonstrated.

Restrictions on Pavement Rehabilitation

No Reimbursement for Design Costs

Municipalities will not be reimbursed for the cost of designing pavement rehabilitation projects.

No State Match

For pavement rehabilitation projects, municipalities will be required to provide the full non federal share (20 percent) of the cost of right-of-way and construction. No state match will be provided for pavement rehabilitation projects.

15 Year Life Expectancy

The pavement rehabilitation project shall have a 15-year design life expectancy. The pavement design will be reviewed by the Department's Pavement Management Unit.

15 Percent Cap

The MPO will be allowed to allocate a maximum of 15 percent of its annual STP-Urban funds to pavement rehabilitation projects. No carryover from the previous year will be allowed in this computation. This cap is not intended to be a set-a-side for pavement rehabilitation projects. This cap applies to municipally owned qualifying roads. This will be monitored through the TIP process by each region. Proposed STP-Urban Place pavement rehabilitation projects will be reviewed by the Department's Project Concept Unit.

Scope Restriction

Projects accepted as pavement rehabilitation projects should be limited to pavement improvement work between curb lines to assure the most effective use of funds. Improvements outside the curb lines, such as sidewalk replacement and curb replacement, are expensive and should not be considered part of a pavement rehabilitation project. Exceptions, such as the Americans with Disabilities Act (ADA) requirements and other safety issues will be considered.

Eligible Roadways

Pavement rehabilitation projects using STP-Urban funds will be primarily restricted to arterial roadways, although the need for some flexibility to accommodate certain collector roads is recognized and will be addressed on a case-by-case basis by the region and the Department.

Town Responsibilities

The town will be responsible for providing inspection and record keeping, as further stipulated in Section IV of the December 6, 1994 "Guidelines and Procedures to Municipalities for Project Development Under 1991 ISTEA STP-Urban Funds".

Use of STP-Urban Funds for Sidewalk Construction

Projects providing for the construction of new sidewalks will also be considered for funding through the STP-Urban program as stand-alone projects if they satisfy generally accepted AASHTO standards and warrants. The new sidewalk must be constructed on a STP eligible roadway and must provide a safety benefit to the community. It can be a new sidewalk where none has existed before or a new segment of walkway constructed to fill in the gaps in an existing sidewalk system. Park benches, ornamental lighting and other enhancement type elements of such projects will not be funded under this program. The design must comply with ADA and all other federal requirements for such projects, and the sidewalks should be constructed to meet AASHTO standards. Replacement of an existing sidewalk due to its age and condition is considered a maintenance activity and is not eligible for funding.

As in the case of pavement rehabilitation projects, there will be no reimbursement for the cost of designing sidewalk construction projects. The municipalities will be required to acquire and provide the full non-federal share (20 percent) of the cost of any right-of-way acquisition, as well as the 20 percent matching share for construction. The town will be responsible for providing inspection and record keeping for the project and the maintenance of the sidewalk will be the responsibility of the town. If the exclusive sidewalk project falls within the state right-of-way, the municipality will enter into an agreement with the state in perpetuity, clearly stating that the municipality is fully responsible for all liability, maintenance, and snow and ice removal related to the sidewalks.

The STP funds for sidewalk projects will fall under the 15 percent cap that is allowed for pavement rehabilitation projects. That is, an MPO may pursue a combination of new sidewalk and pavement rehabilitation projects for up to 15 percent of its annual funding allocation, but not 15 percent for each activity.