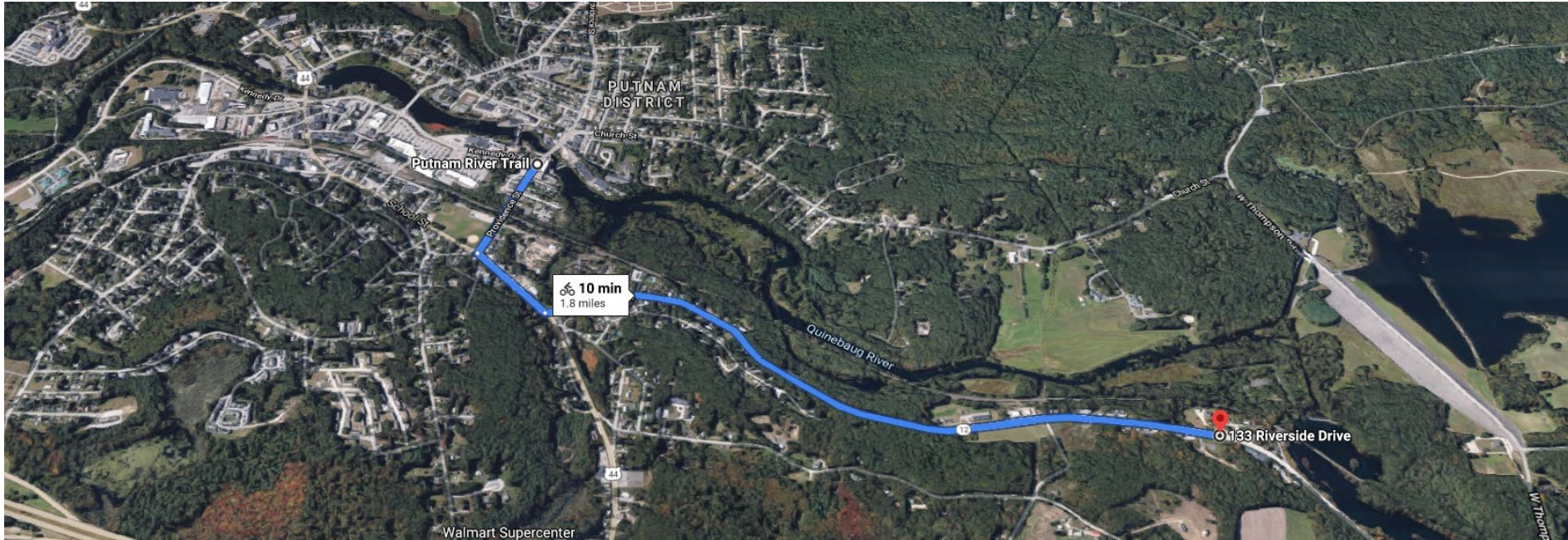


Putnam to Thompson Air Line Trail Gap Connection Project

Update Meeting | October 6, 2021



Cass Chroust, RLA | Ryan Chmielewski, SRPM



Putnam to Thompson Air Line Trail Gap Connection Project
Putnam, Connecticut



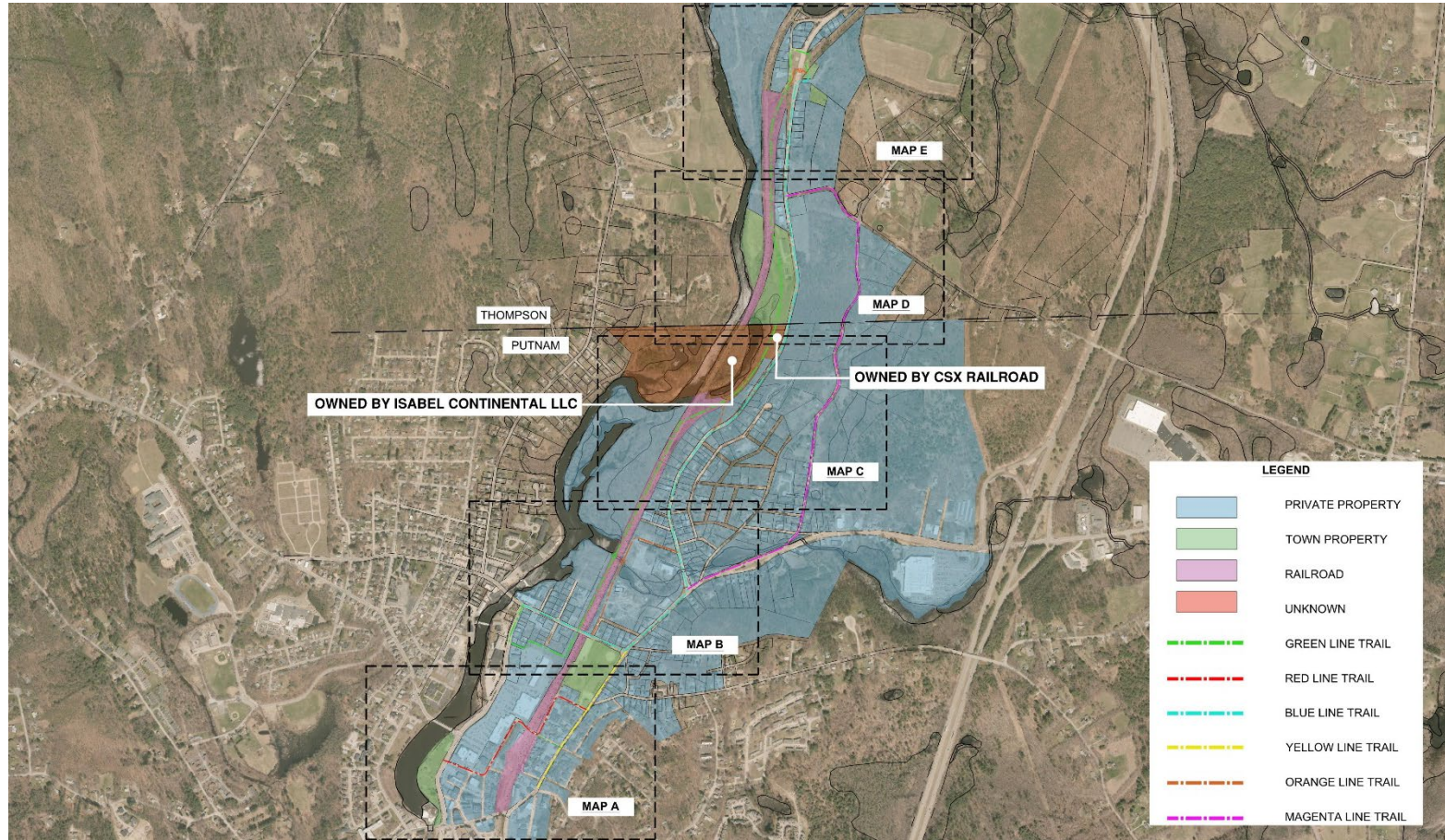
Agenda

- Brief Re-cap: Property Ownership
- Roadway Classification: Baseline Design Criteria
- Mechanics Street Right-of-Way: GIS vs DOT ROW maps
- Pathway Alignments: Options 1 through 4
- Typical ROW Alignment Cross Section
- Pathway Alignment Matrix Evaluation
- Next Steps: Project Schedule & Milestones
- Open Discussion / Q & A



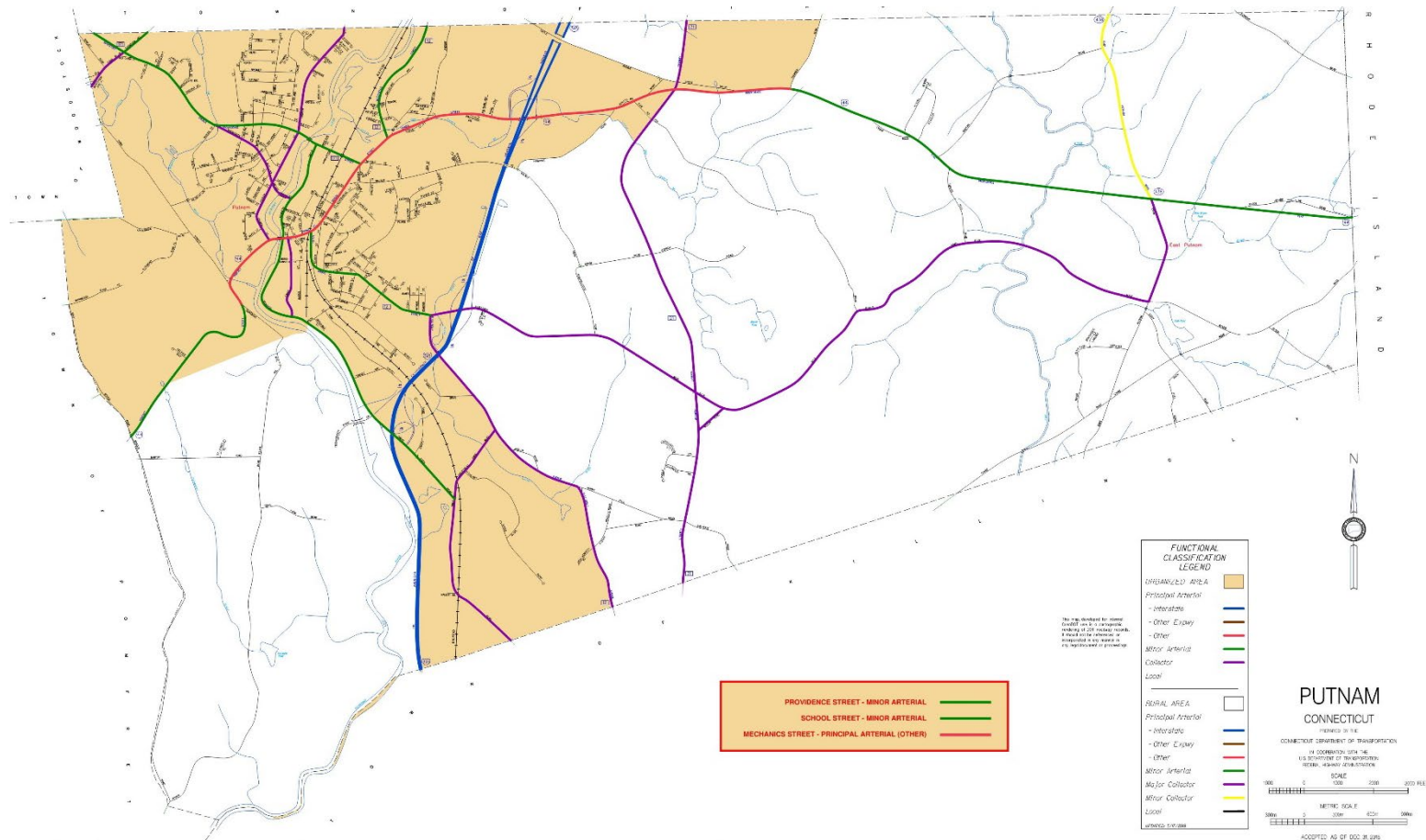
Brief Re-cap

Property Ownership



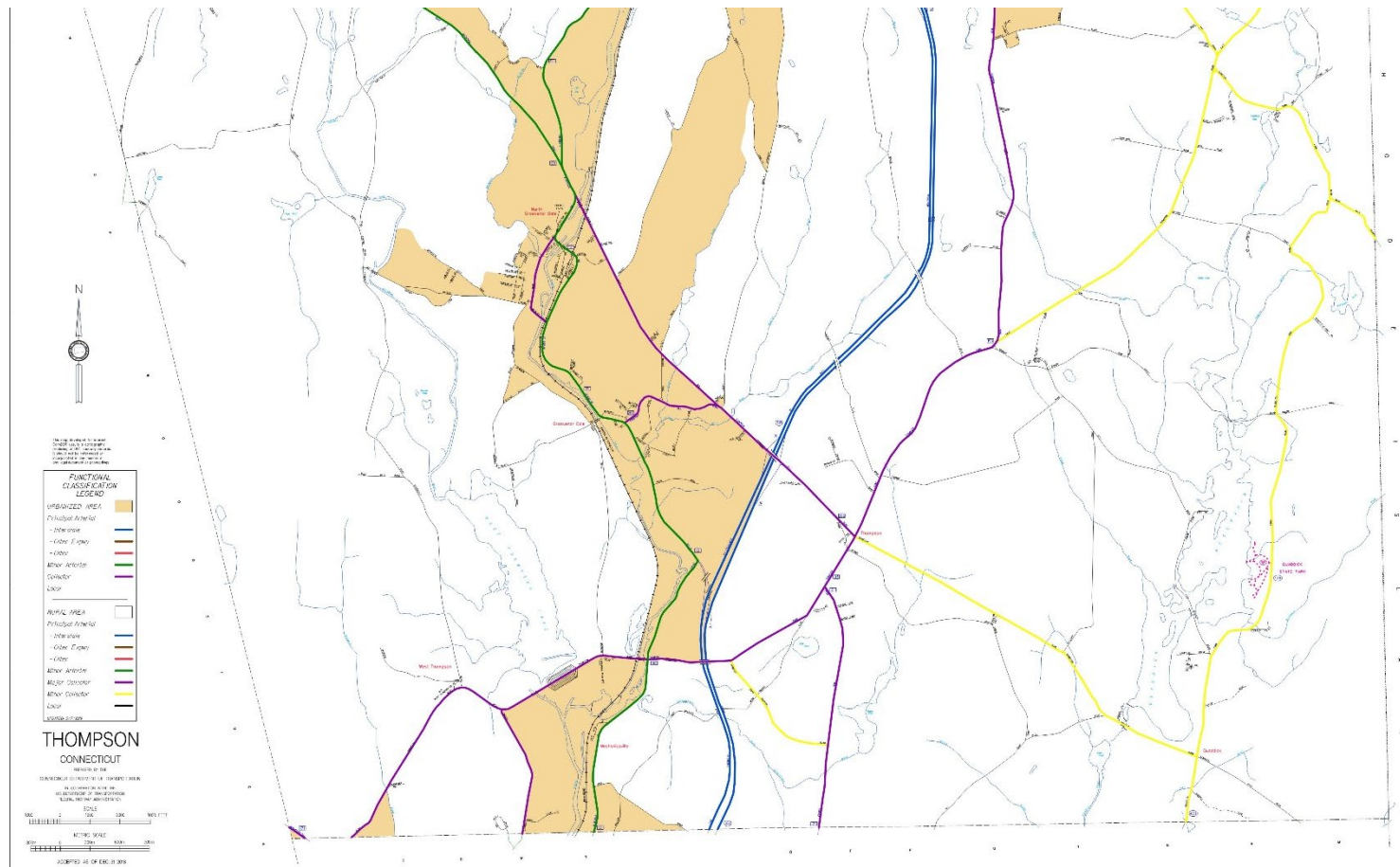
Roadway Classification

Baseline Design Criteria: Putnam



Roadway Classification

Baseline Design Criteria: Thompson



Roadway Classification

Baseline Design Criteria

Figure 5D

MINOR URBAN ARTERIALS (New Construction/Major Construction)

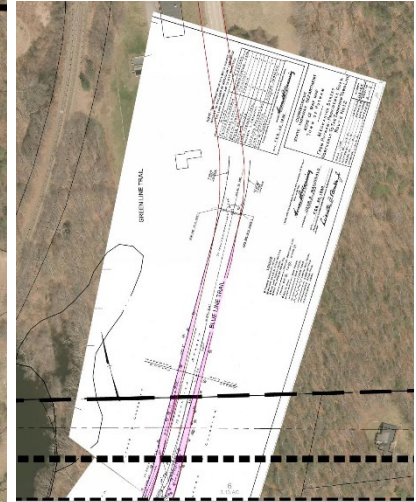
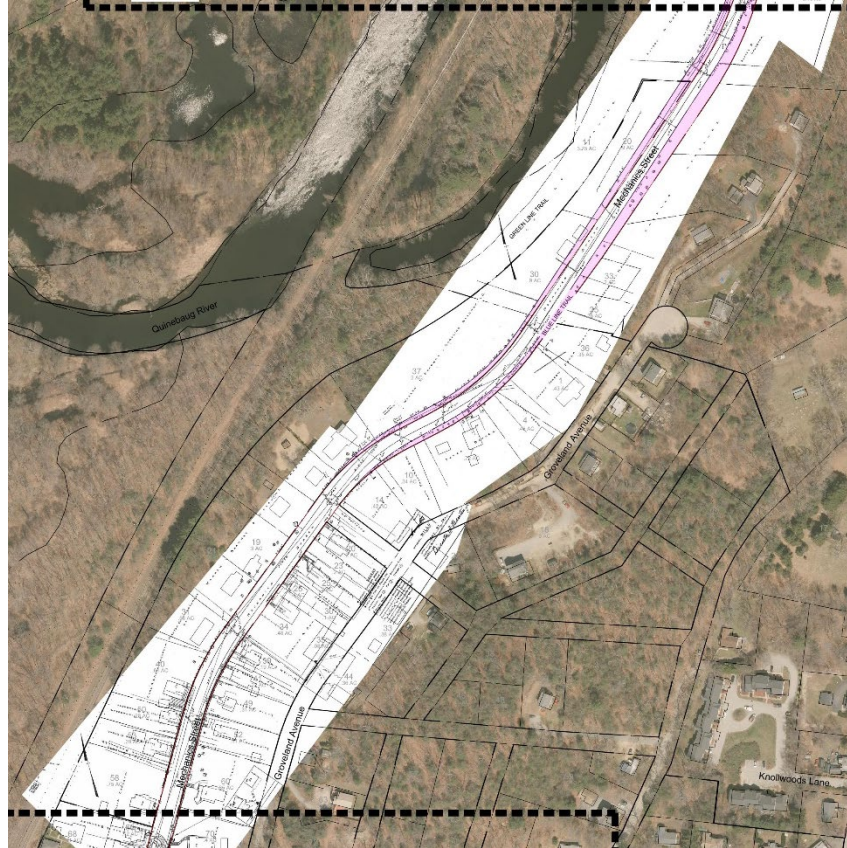
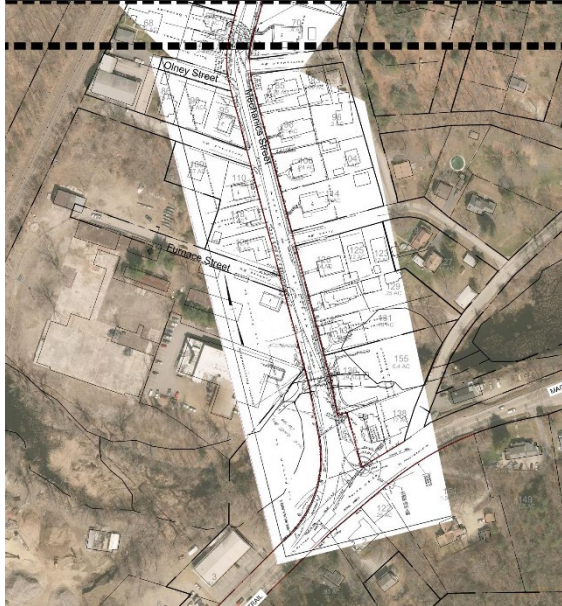
Design Element			*	Manual Section	Design Values (by Type of Area)		
					Suburban	Intermediate	Built-up
Design Controls	Design Forecast Year			6-3.02	20 Years	20 Years	20 Years
	Design Speed		x	6-2.02	45 mph – 50 mph	30 mph – 45 mph	30 mph – 40 mph
	Access Control			6-4.0	Control by Regulation	Control by Regulation	Control by Regulation
	Level of Service			6-3.0	B – D	B – D	B – D
	On-Street Parking			10-1.04	None	Sometimes	Sometimes
Cross Section Elements	Travel Lane Width		x	10-1.01	11' – 12'	11' – 12'	10' – 12'
	Shoulder Width	Right	x	10-1.02	4' – 8'	4' – 8'	4' – 8'
		Left	x		2' – 4'	2' – 4'	2' – 4'
	Cross Slope	Travel Lane	x	10-1.01	5% – 2.0% for lanes adjacent to crown; 2% for lanes away from crown		
		Shoulder (W < 4')	x	10-1.02	Same as Adjacent Travel Lane		
		Shoulder (W ≥ 4')	x		4% – 6%	4% – 6%	4% – 6%
	Turn Lanes	Lane Width	x	10-1.03	11'	11'	11'
		Shoulder Width	x		2' – 4'	2' – 4'	2' – 4'
	Parking Lane Width			10-1.04	N/A	10' – 11'	10' – 11'
	Sidewalk Width			10-2.01	5' Minimum	5' Minimum	5' Minimum
	Bicycle Lane	Width		15-4.0	5'	5'	5'
		Cross Slope			2%	2%	2%
	Bridge Width/Cross Slope		x	10-4.01	Curb-to-Curb: Meet Approach Roadway Width and Cross Slope Sidewalk Width: 5'-6"		
	Underpass Width			10-4.02	Meet Approach Roadway Width Plus Clear Zones		
	Right-of-Way Width			10-5.0	Project-by-Project Basis		
	Roadside Clear Zones		x	13-2.0	See Section 13-2.0		
	Fill/Cut Slopes			10-2.02	See Figure 5I		

* Controlling design criteria (see Section 6-6.0).

- Potential for "Design Exception Process"
- Roundabout Committee (Scott Bushee) - a DOT committee
- NCHRP Report 672
- Naugatuck - roundabout example - 120' dia. curb to curb

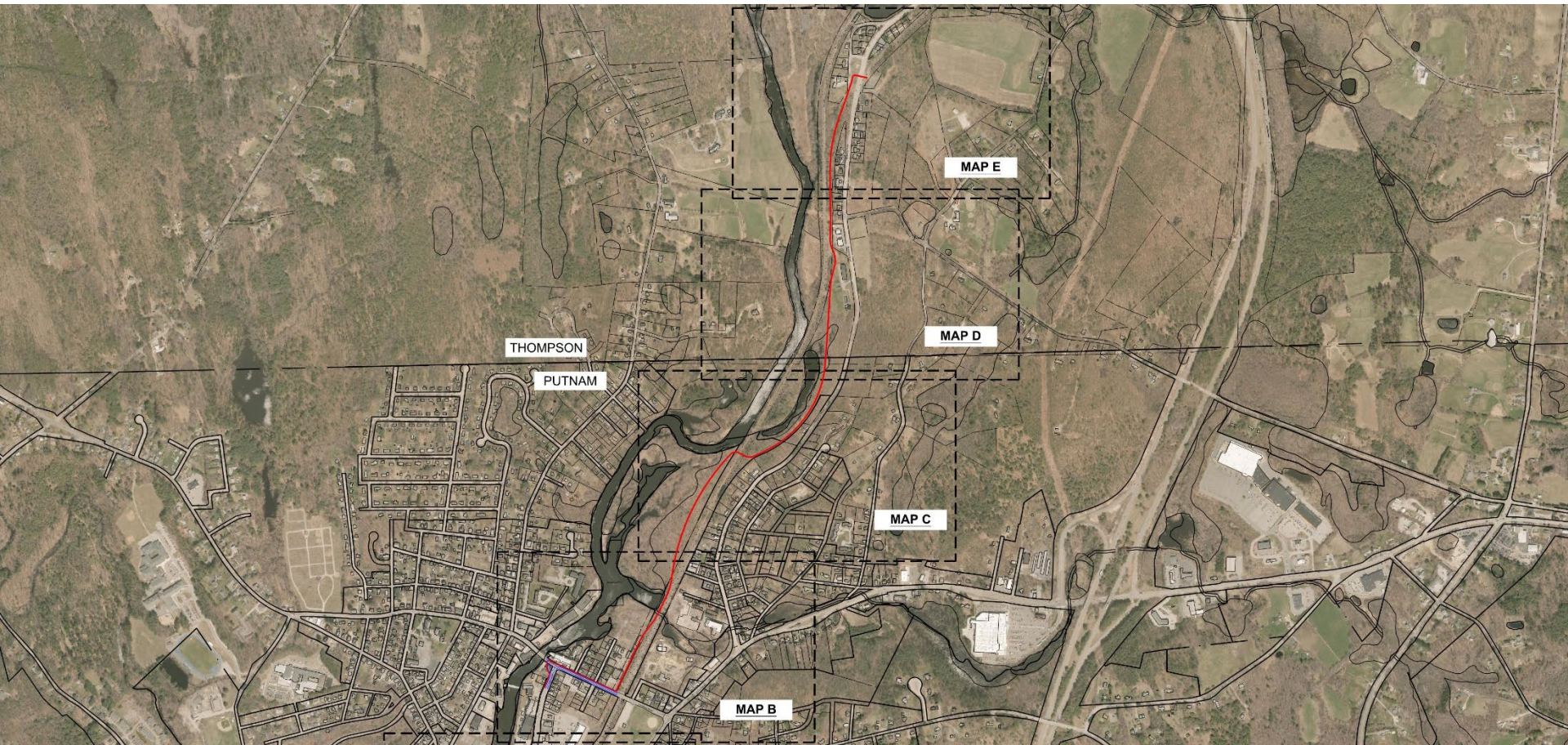
Mechanics Street Right-of-Way

GIS vs DOT ROW Maps



Pathway Alignments

Option 1



Pathway Alignments

Option 1



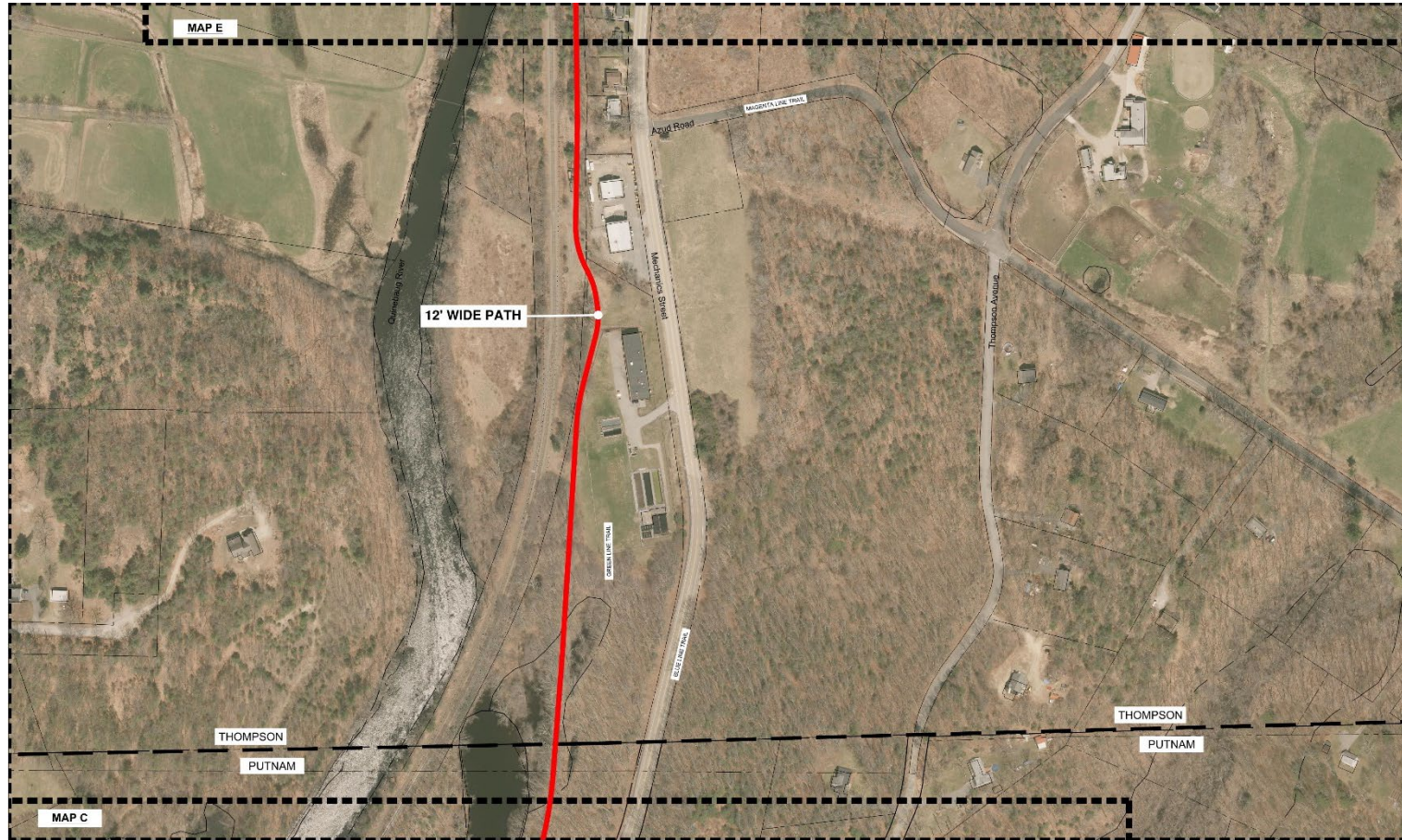
Pathway Alignments

Option 1



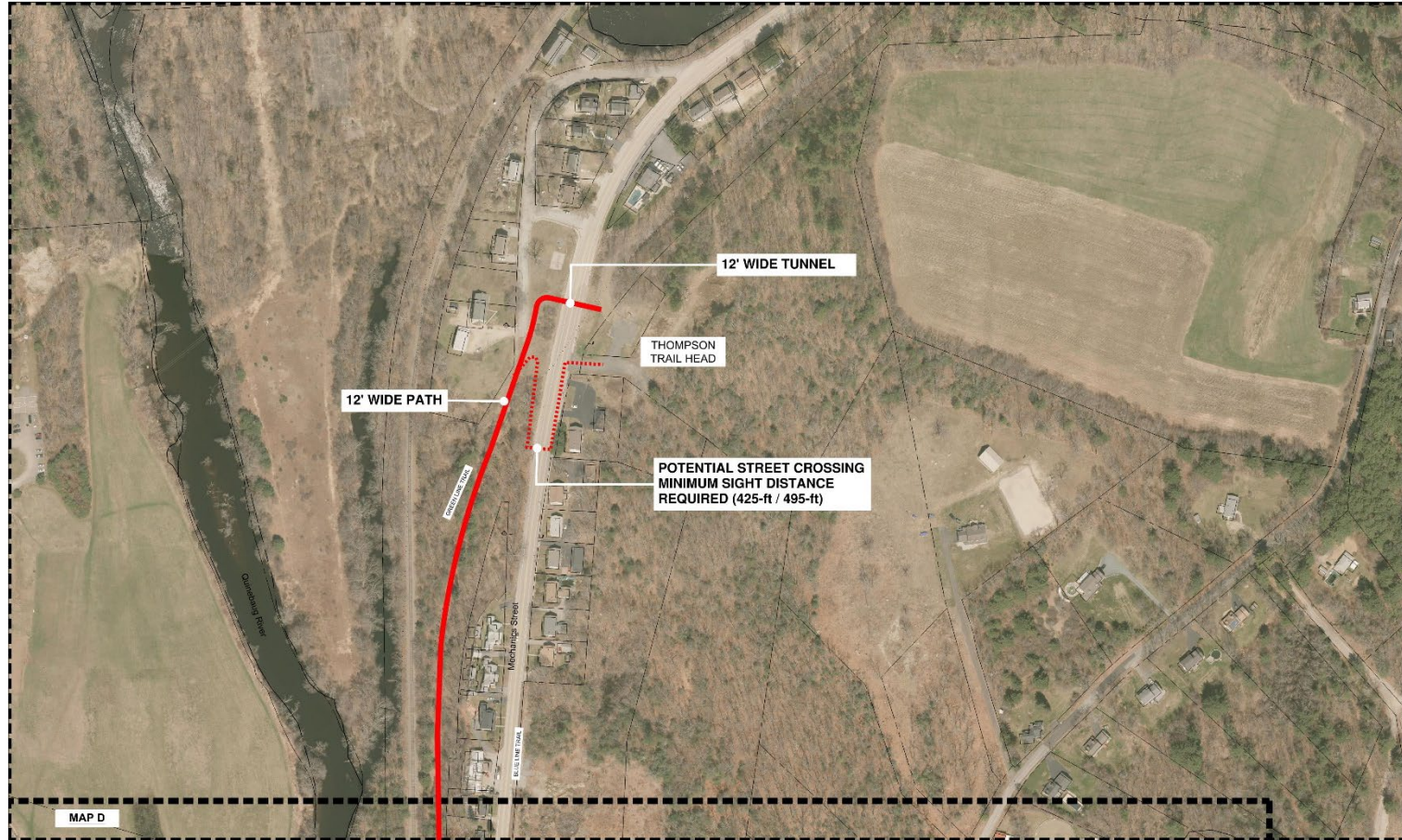
Pathway Alignments

Option 1



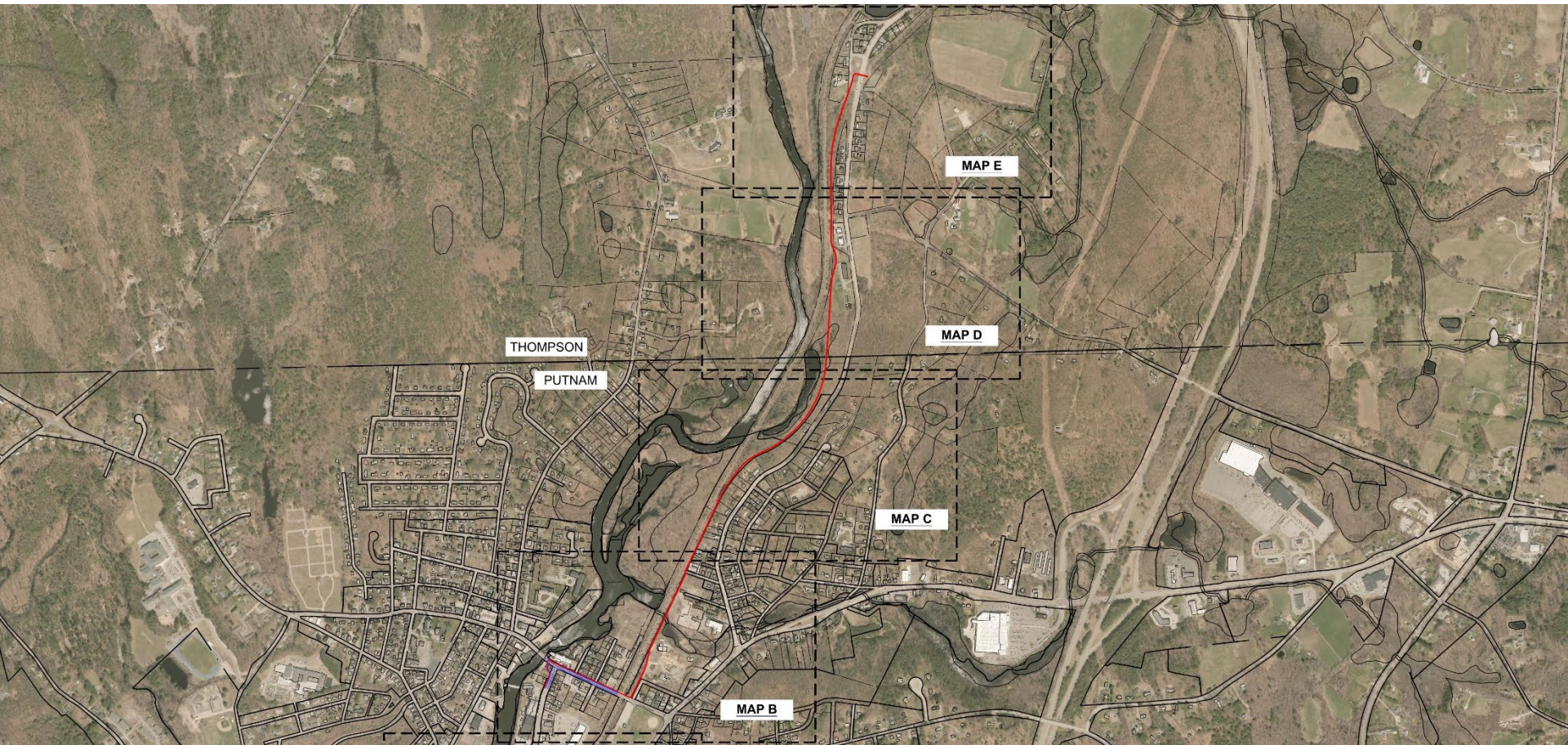
Pathway Alignments

Option 1



Pathway Alignments

Option 2



Option 2



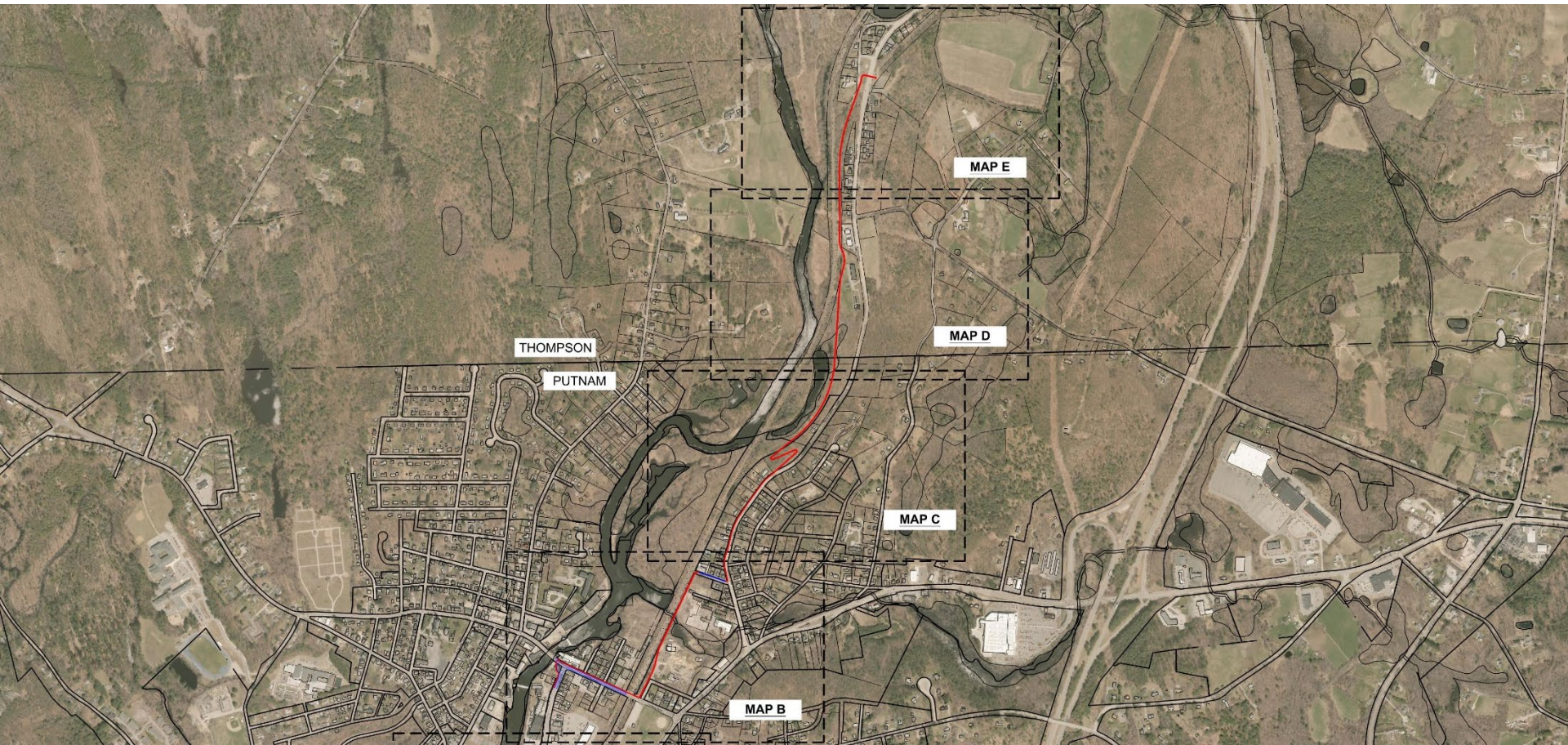
Pathway Alignments

Option 2



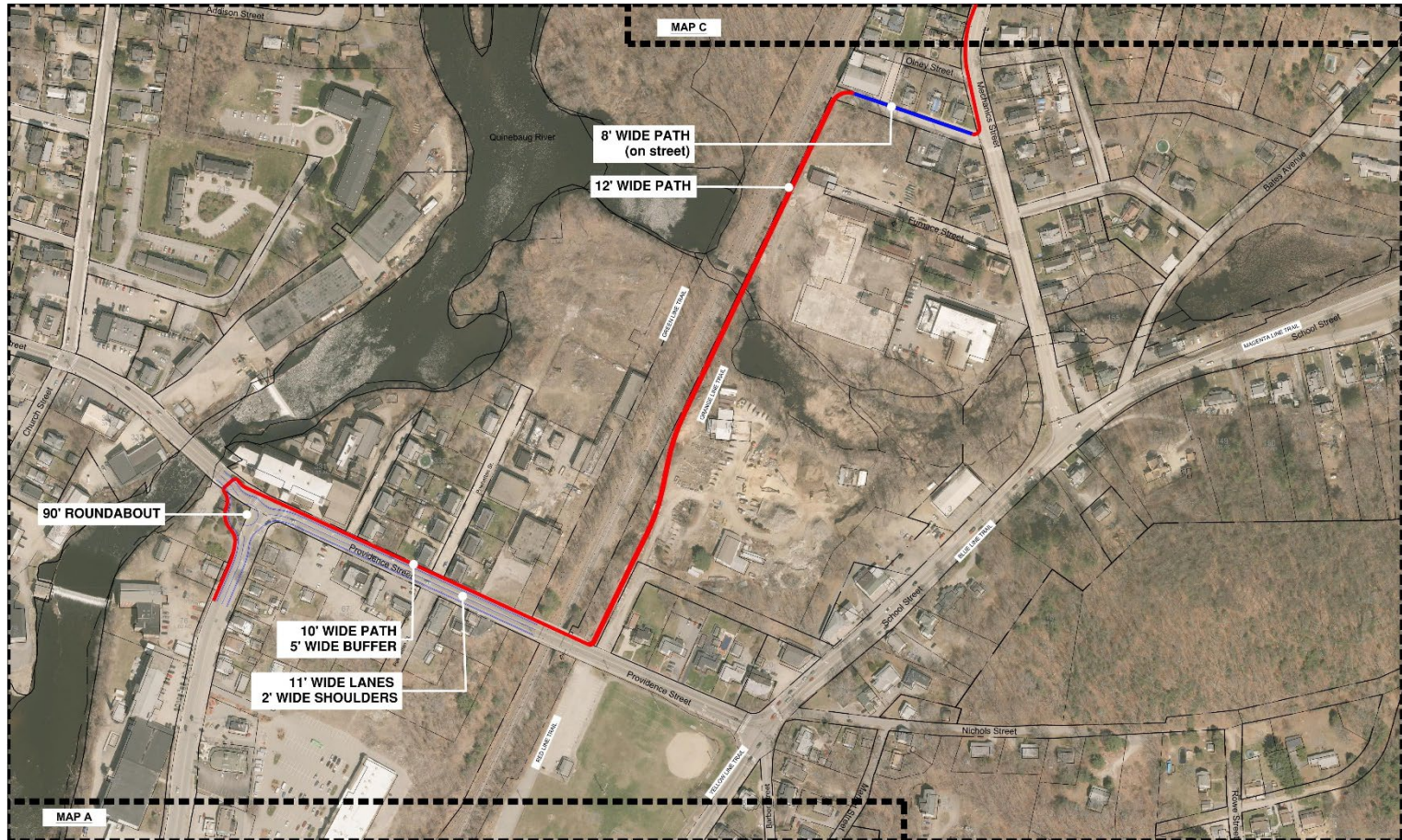
Pathway Alignments

Option 3



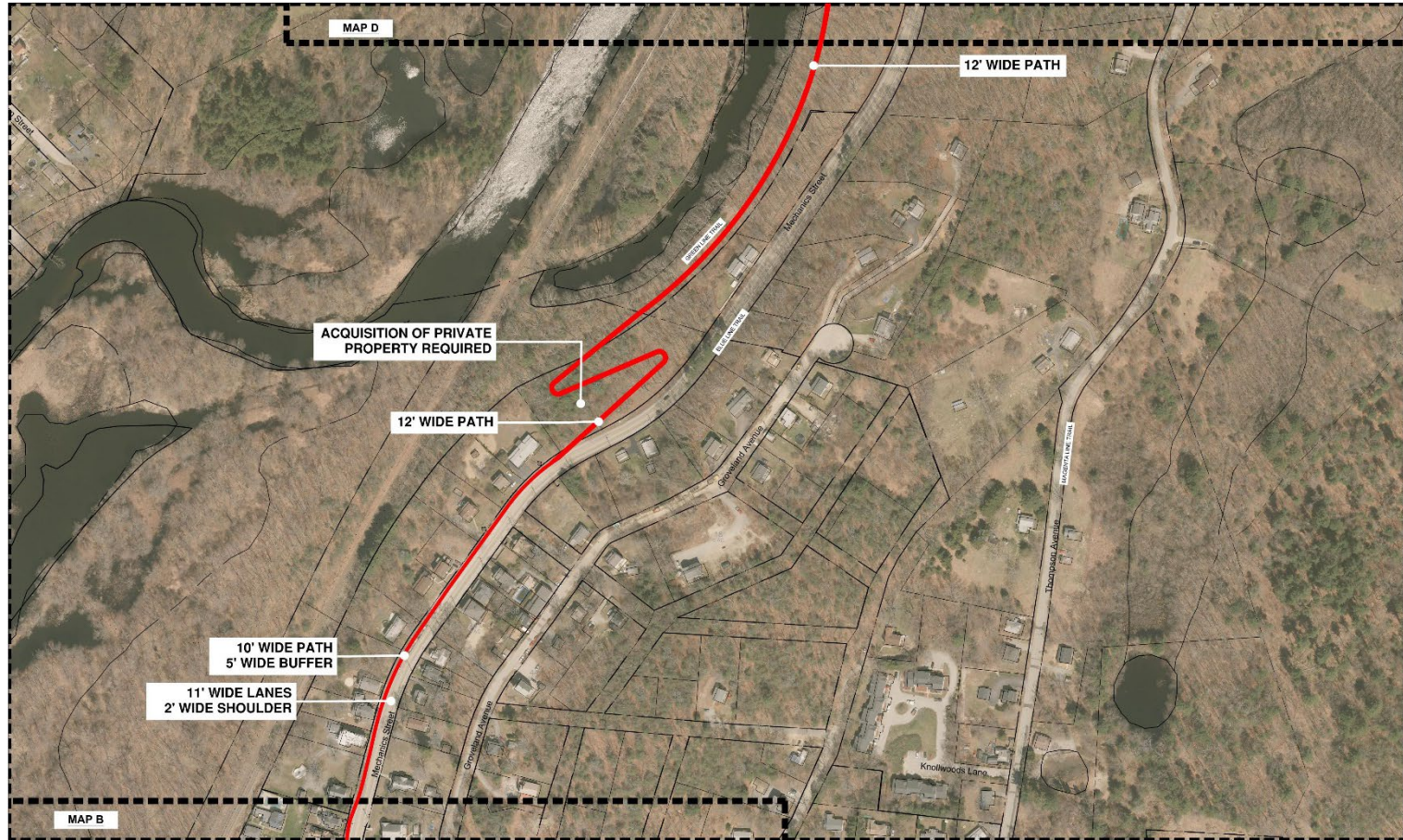
Pathway Alignments

Option 3



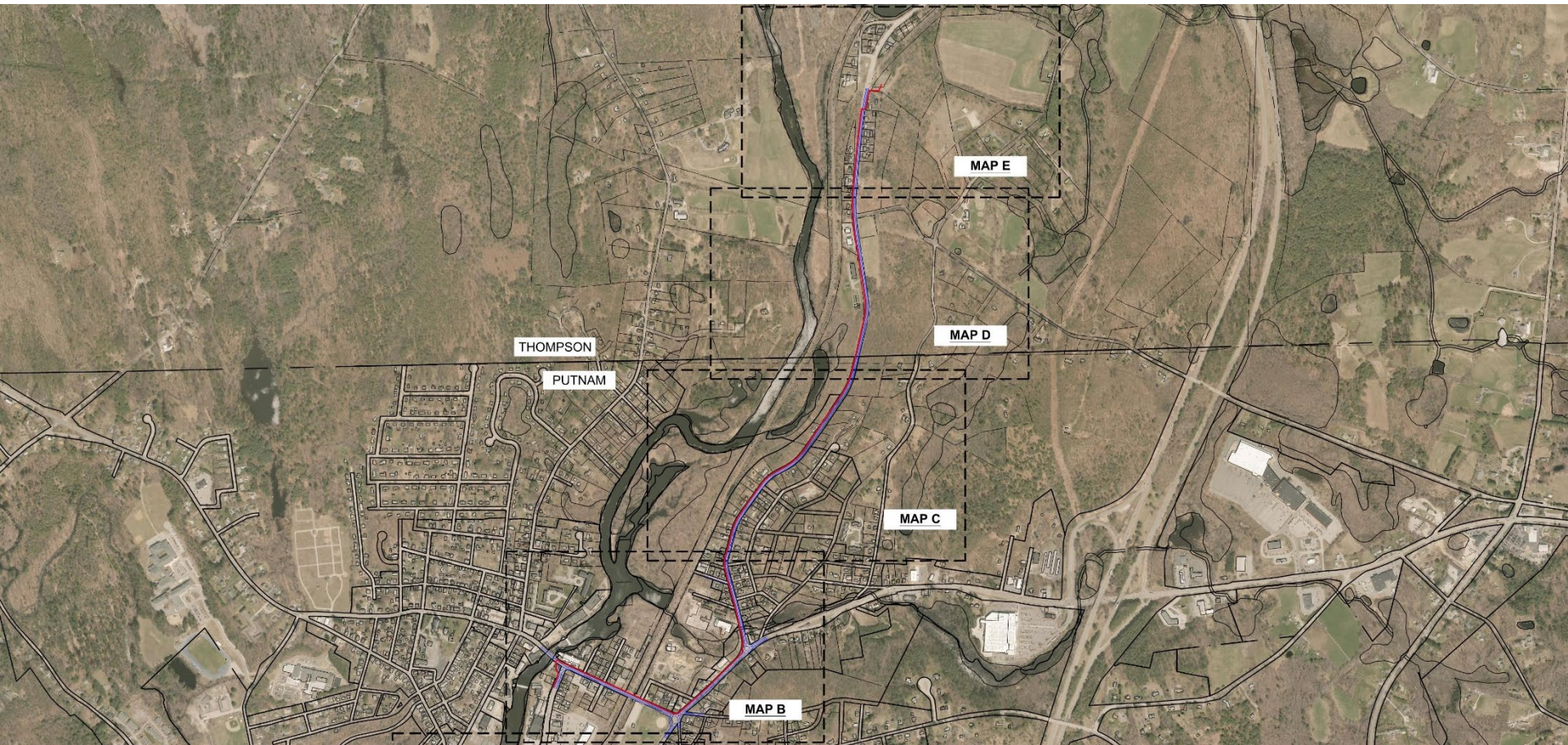
Pathway Alignments

Option 3



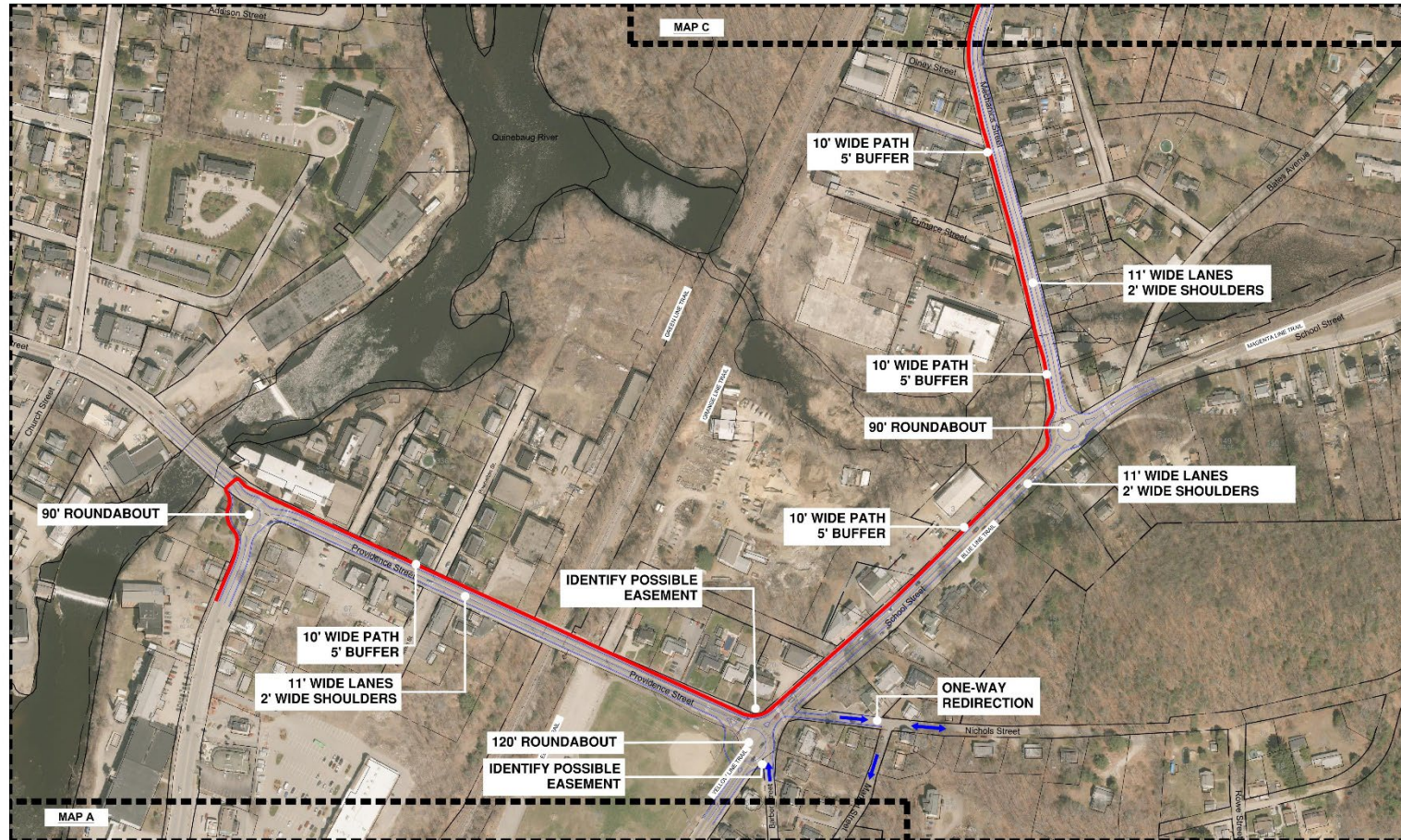
Pathway Alignments

Option 4



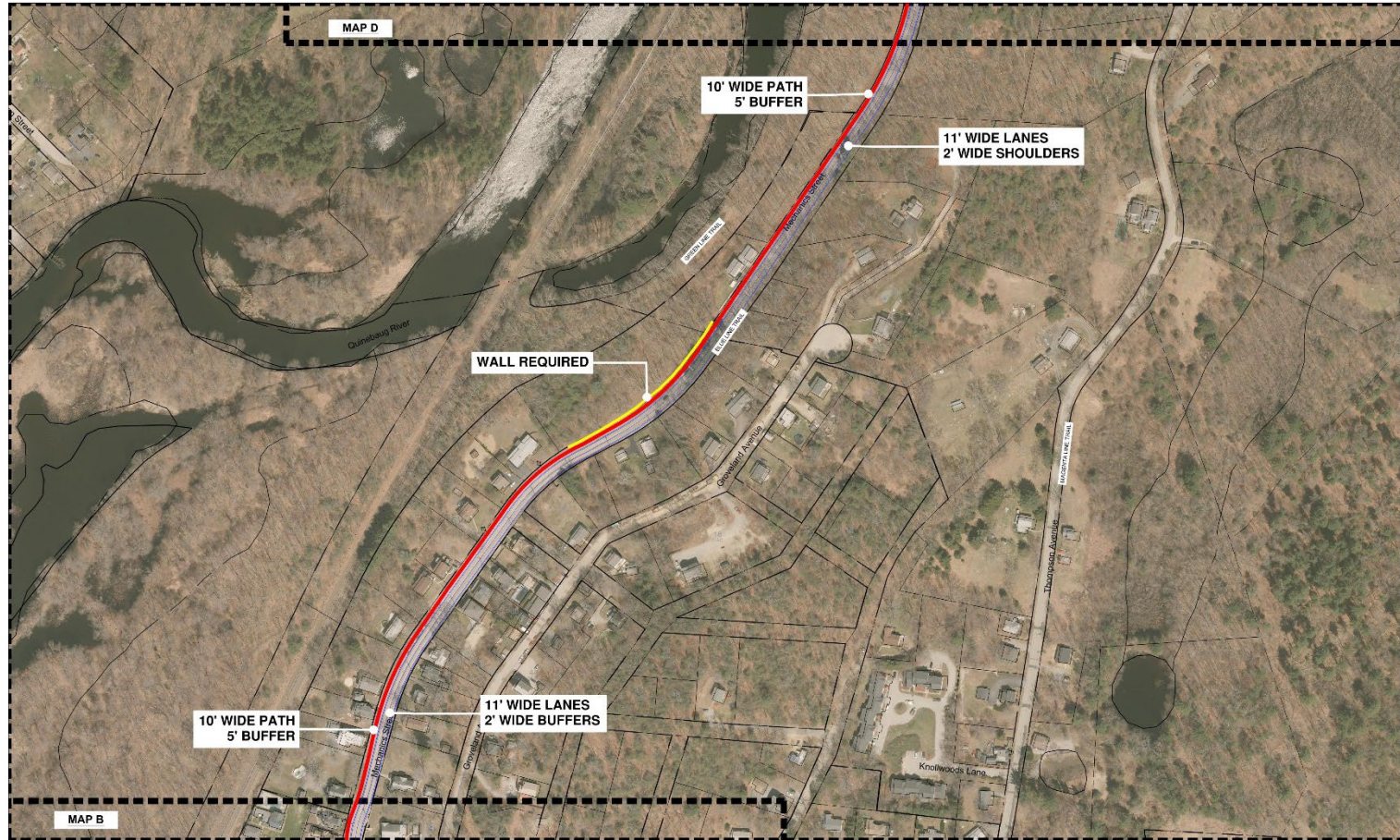
Pathway Alignments

Option 4



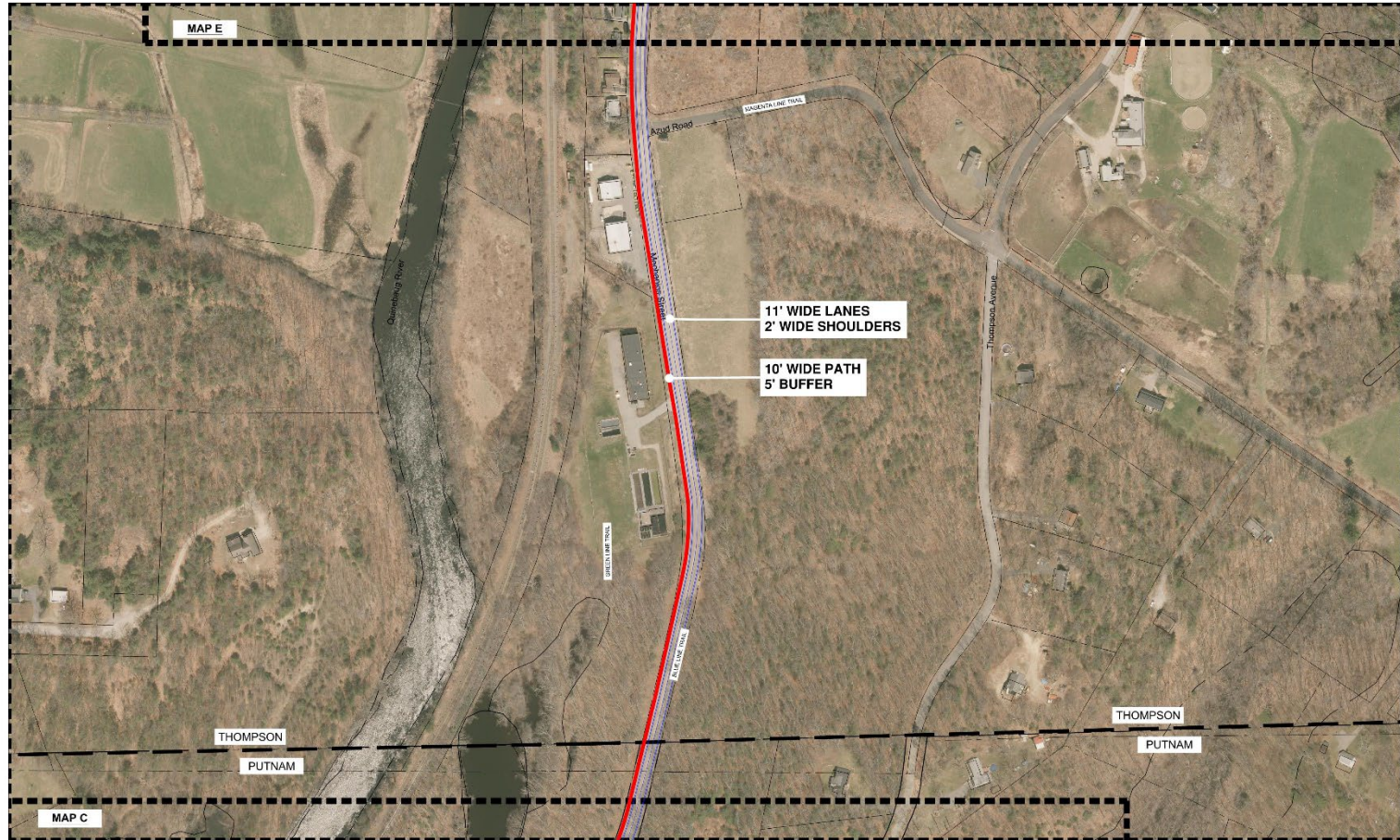
Pathway Alignments

Option 4



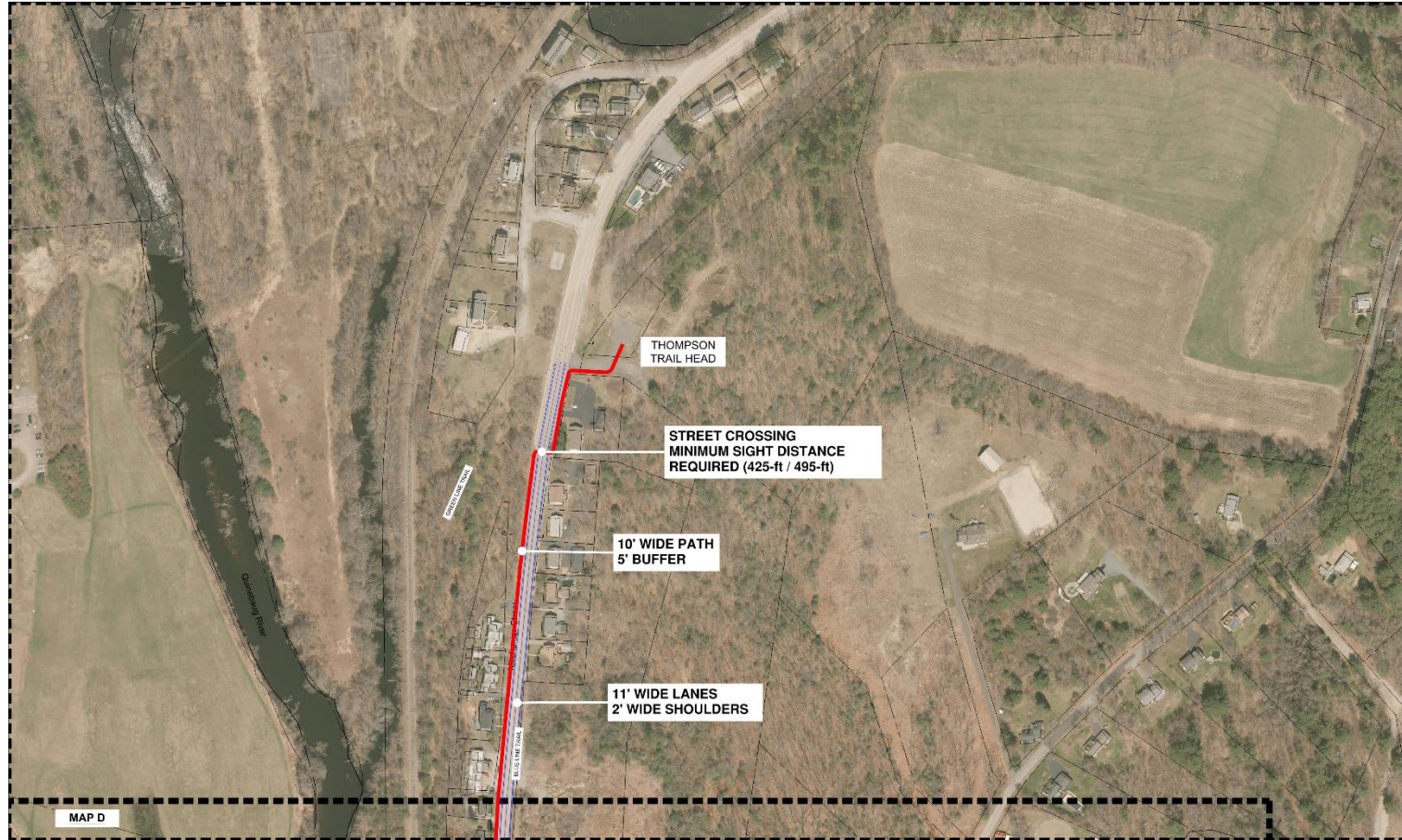
Pathway Alignments

Option 4

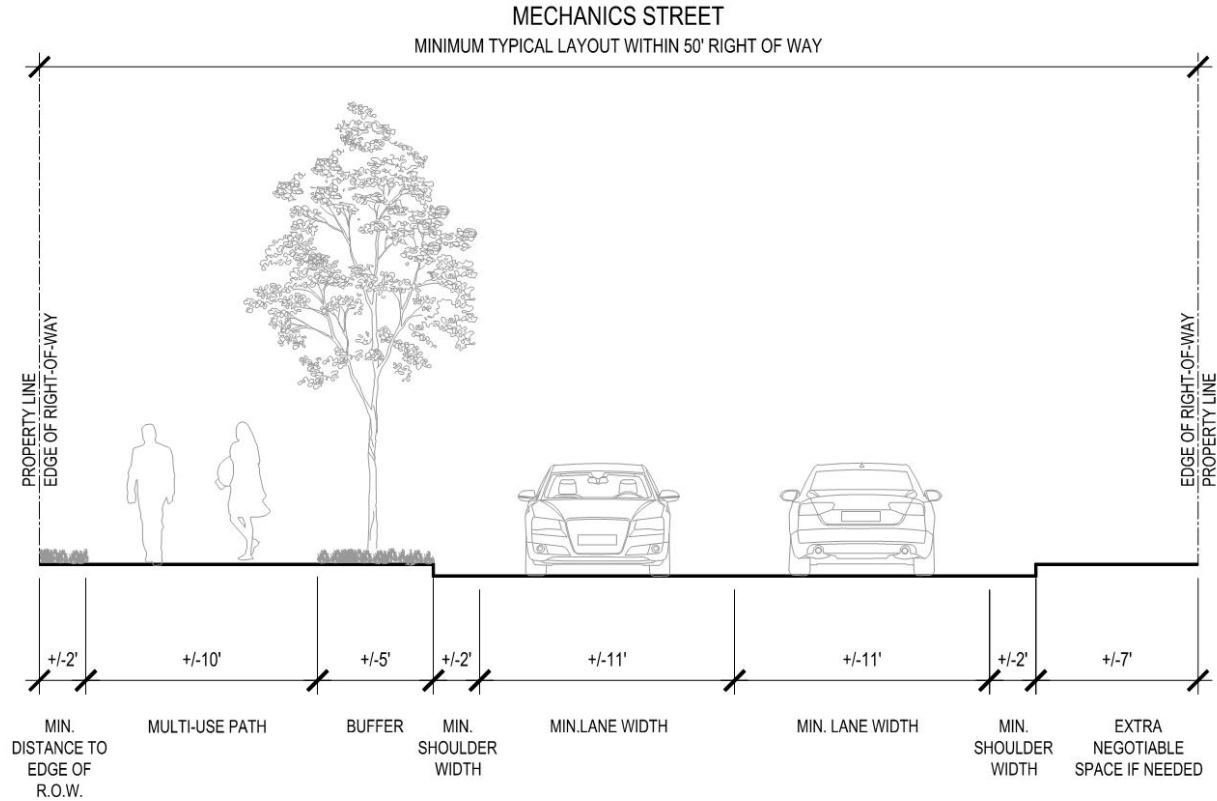


Pathway Alignments

Option 1



Typical ROW Alignment Cross Section



Pathway Alignment Matrix Evaluation

TRAIL EVALUATION MATRIX - PATHWAY OPTIONS									
PUTNAM, AIRLINE GAP MULTI-USE TRAIL									
SELECTION CRITERIA	PRIORITY	RANKING				WEIGHTED SCORE (PRIORITY x RANKING)			
DESCRIPTION	RATING	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 1 SCORE	OPTION 2 SCORE	OPTION 3 SCORE	OPTION 4 SCORE
DOWNTOWN CONNECTIVITY / ACCESS	3	3	3	2	2	9	9	6	6
SAFETY	3	3	3	2	2	9	9	6	6
STREET CROSSINGS (MID-BLOCK)	2	3	3	2	2	6	6	4	4
DRIVEWAY CROSSINGS	1	3	3	2	1	3	3	2	1
RAILROAD CROSSINGS	3	1	3	3	3	3	9	9	9
RAILROAD EASEMENTS NEEDED	4	1	1	2	3	4	4	8	12
PRIVATE PROPERTY EASEMENTS NEEDED	3	1	1	2	2	3	3	6	6
PROPERTY ACQUISITION NEEDED	3	2	2	1	3	6	6	3	9
STREET RECONSTRUCTION NEEDED	3	3	3	2	1	9	9	6	3
PEDESTRIAN BRIDGE NEEDED	2	1	1	3	3	2	2	6	6
STREET INTERSECTIONS	2	3	3	2	2	6	6	4	4
CROSSWALK CONNECTIONS	3	3	3	2	2	9	9	6	6
EXISTING STREET ALIGNMENT IMPACT	3	3	3	2	1	9	9	6	3
ABUTTERS - DRIVEWAY IMPACTS	2	3	2	2	1	6	4	4	2
ABUTTERS - FRONT YARD IMPACTS	2	3	3	2	1	6	6	4	2
TOPOGRAPHY	2	3	3	2	3	6	6	4	6
WETLAND IMPACTS	2	1	1	2	3	2	2	4	6
MAINTENANCE	2	3	3	2	1	6	6	4	2
COST ORDER OF MAGNITUDE	2	1	1	2	1	2	2	4	2
NDDP/ TREE IMPACTS	1	1	2	2	3	1	2	2	3
UTILITY CONFLICTS - OVERHEAD & WATER	1	3	3	2	1	3	3	2	1
TOTALS		48	50	43	41	110	115	100	99

Rating

3 – High (positive)

2 – Average

1 – Low (negative)

Next Steps

Project Schedule & Milestones

- Kick-off Meeting (*complete*) – July 2021
- Site Walk (*complete*) – July 2021
- Base Map Development (*complete*) – August 2021
 - Ownership
 - Zoning
 - Environmental
- Schematic Trail Route Options (underway) – October 2021
 - Evaluation Matrix – October 2021
 - Key Details and Cost Estimates – October 2021
- Preferred Trail Alignment – October 2021
- Phases 2 and 3 – TBD

Q & A



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Putnam, Connecticut



thank you

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