WHITE PLAINS ROAD COMMUTER LOT TRAIL CONNECTOR
STATE PROJECT NO. 144-199

Public Information Meeting – June 3, 2025, 7:00 PM
Trumbull Town Hall

William Maurer, PE, LS, Town Engineer, Town of Trumbull
Jonathan Richer, PE, Project Manager
Craig Yannes, PE, PTOE, RSP1, Lead Traffic Engineer

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PRESENTATION OUTLINE

- Introduction
- Project Purpose & Need
- Project Objectives
- Existing Conditions
- Proposed Design Elements
- Construction Cost Estimate
- Right-of-Way Acquisition
- Project Schedule
- Public Questions/Comments

PROJECT PURPOSE & NEED

- **Lack of Parking and Trailhead Areas for Town Trail Network**
- **Sidewalks are Not Continuous, Lack of Accessible Ramps**
- **Current Roadway Configuration Encourages High Travel Speeds**
- **Roadway Segment Identified for Road Diet in 2021 CTDOT Study**
- **Difficult for Pedestrians and Bicyclists to Cross Roadway**
- **Lack of Bicycle Facilities**

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PROJECT OBJECTIVES

- **Create Continuous Multi-Use Path from Shawnee Road Commuter Lot to Twin Brooks Park**
- **Extend Previous Improvements Along White Plains Road to Trumbull Center**
- **Improve Safety for All Users**
- **Enhance Safety of Crossings of White Plains Road at Shawnee Road, Christian Heritage School and Route 25 NB Off-Ramp**
- **Enable Use of Commuter Lot for Trail Network Parking to Relieve Burden on Other Parking Lots**
- **Create Attractive Trailhead Area at Commuter Lot to Encourage Use**
- **Provide Acceptable Traffic Operations Through Corridor**

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PUBLIC INFORMATION MEETING OBJECTIVES

- **Opportunity for Public to Provide Input on Design**
- **Input Seriously Considered for Final Design**
- **Comments Become Part of Project Record**
- **Transportation Alternatives Program Funding Requirement**

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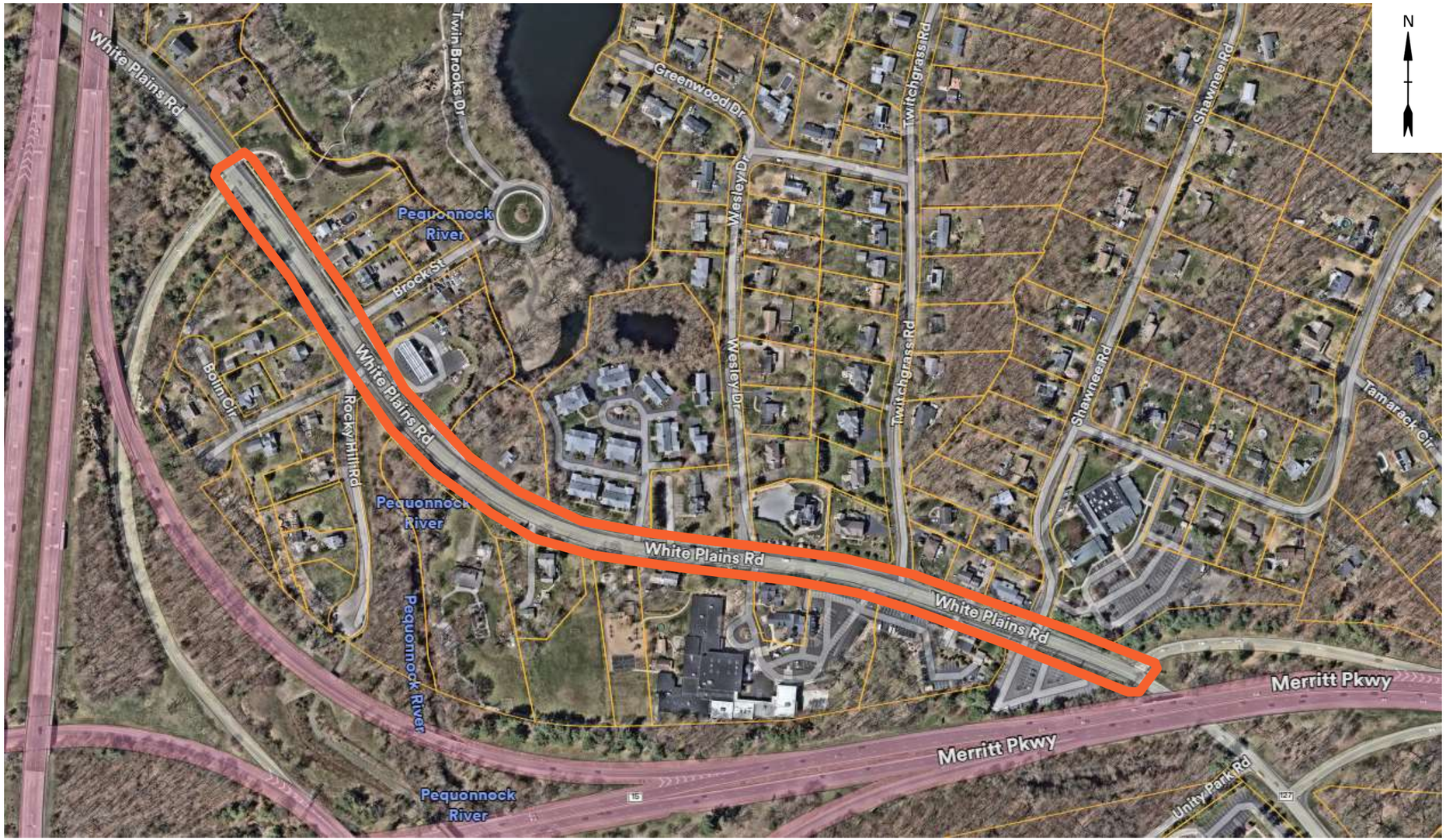
PROJECT AREA



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EXISTING CONDITIONS – TWIN BROOKS PARK AREA

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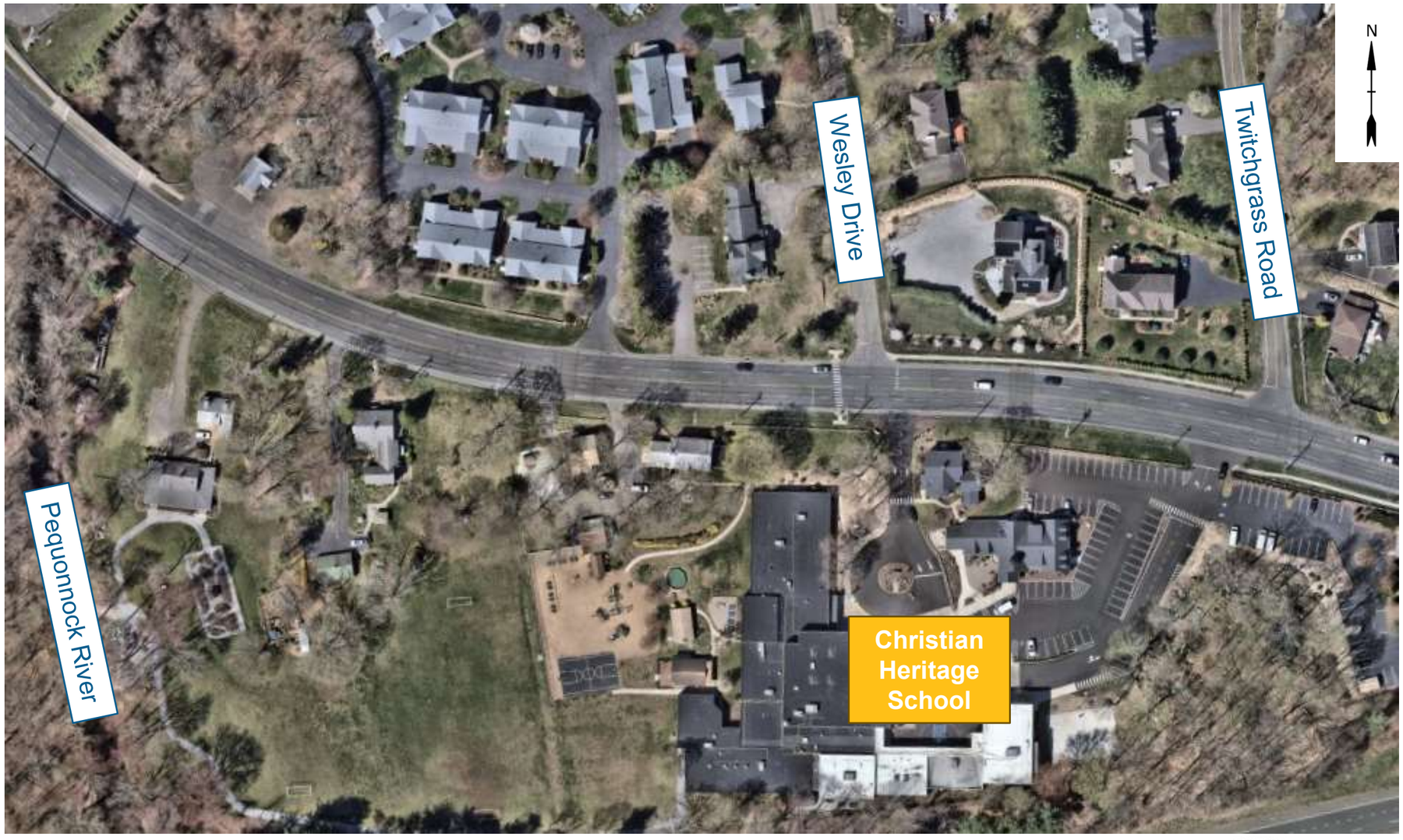
Twin Brooks Park Trail Entrance

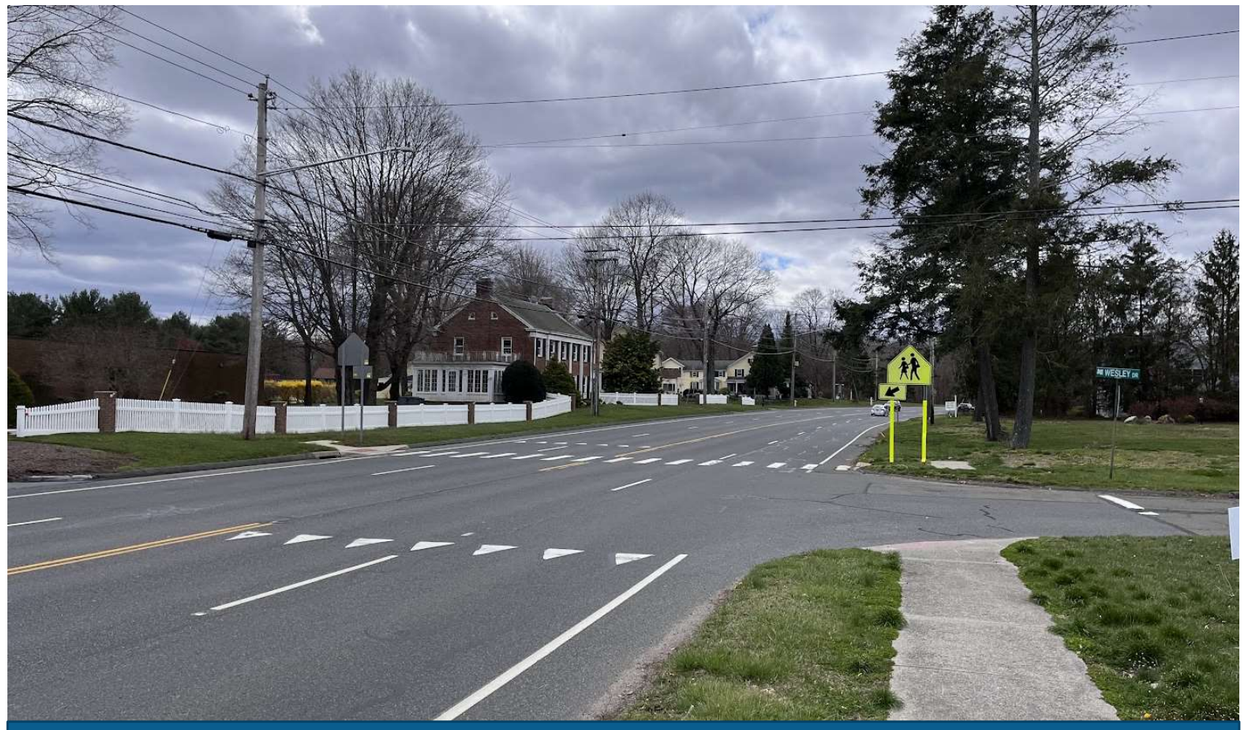
Bridge Over Pequonnock River

EXISTING CONDITIONS – BRIDGE TO TWITCHGRASS ROAD



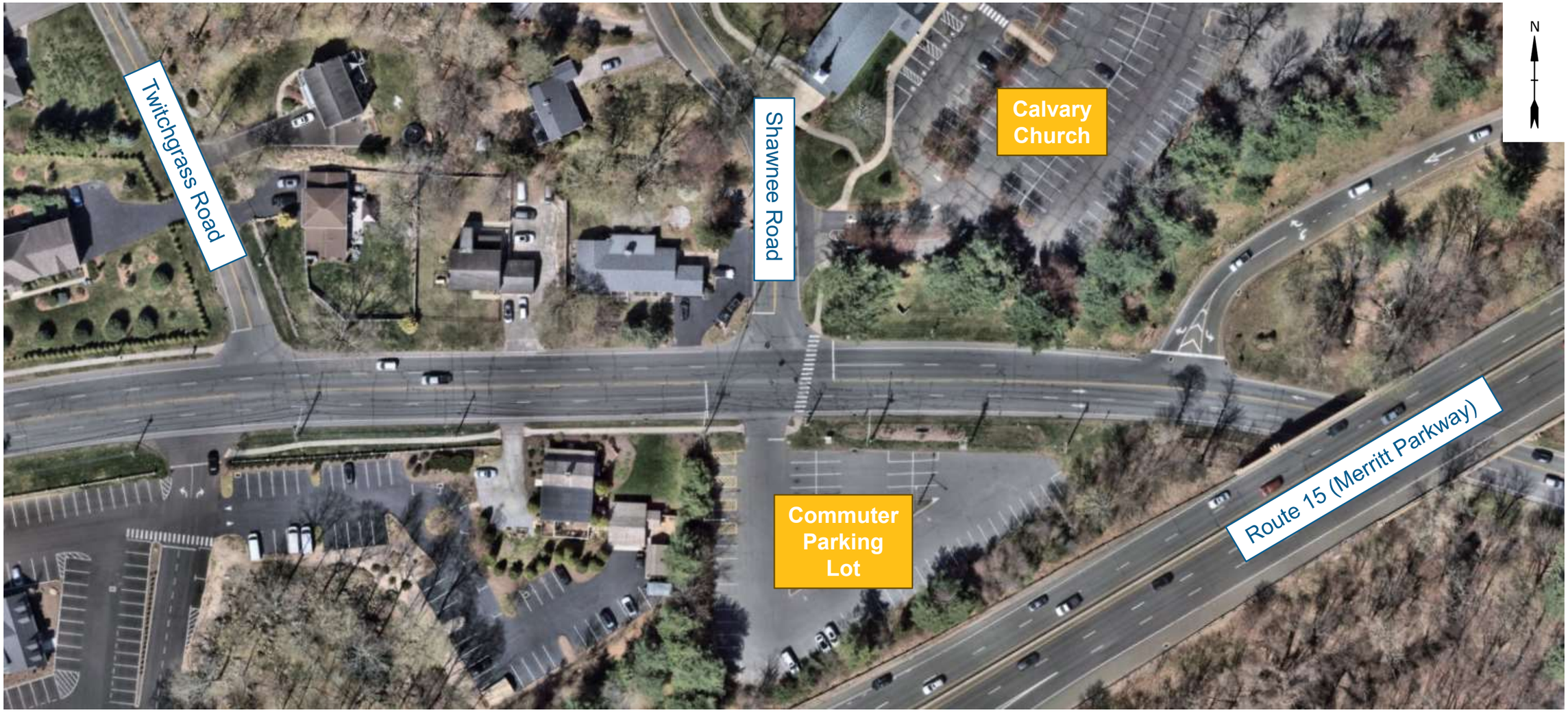
EXISTING CONDITIONS – BRIDGE TO TWITCHGRASS ROAD

White Plains Road South of Wesley Drive



Mid-Block Crossing at Wesley Drive

EXISTING CONDITIONS – COMMUTER LOT / SHAWNEE ROAD

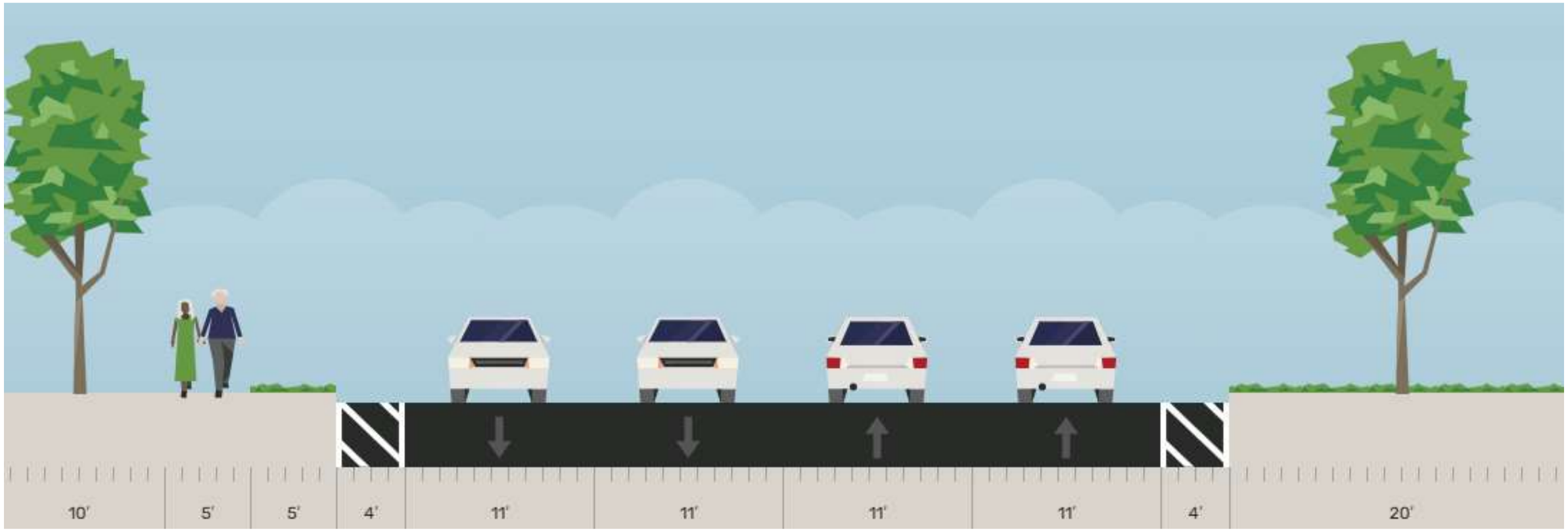


EXISTING CONDITIONS – COMMUTER LOT / SHAWNEE ROAD

White Plains Road at Shawnee Road Looking North

White Plains Road at Shawnee Road Looking South

EXISTING CONDITIONS – TYPICAL CROSS SECTION



EXISTING CONDITIONS - TRAFFIC DATA

- **Traffic Volume Data Collected on Typical Days in April 2024**
- **Posted Speed Limit: 40 MPH (25 MPH in School Zone)**
- **85th Percentile Speed: 46 MPH; Max Speed of 71-75 MPH**
- **Average Daily Traffic:**
  - 20,800 Vehicles (North of Rte. 25 Ramp)
  - 19,300 Vehicles (North of Shawnee Road)
  - 8,100 Vehicles (South of Route 15 On-Ramp)

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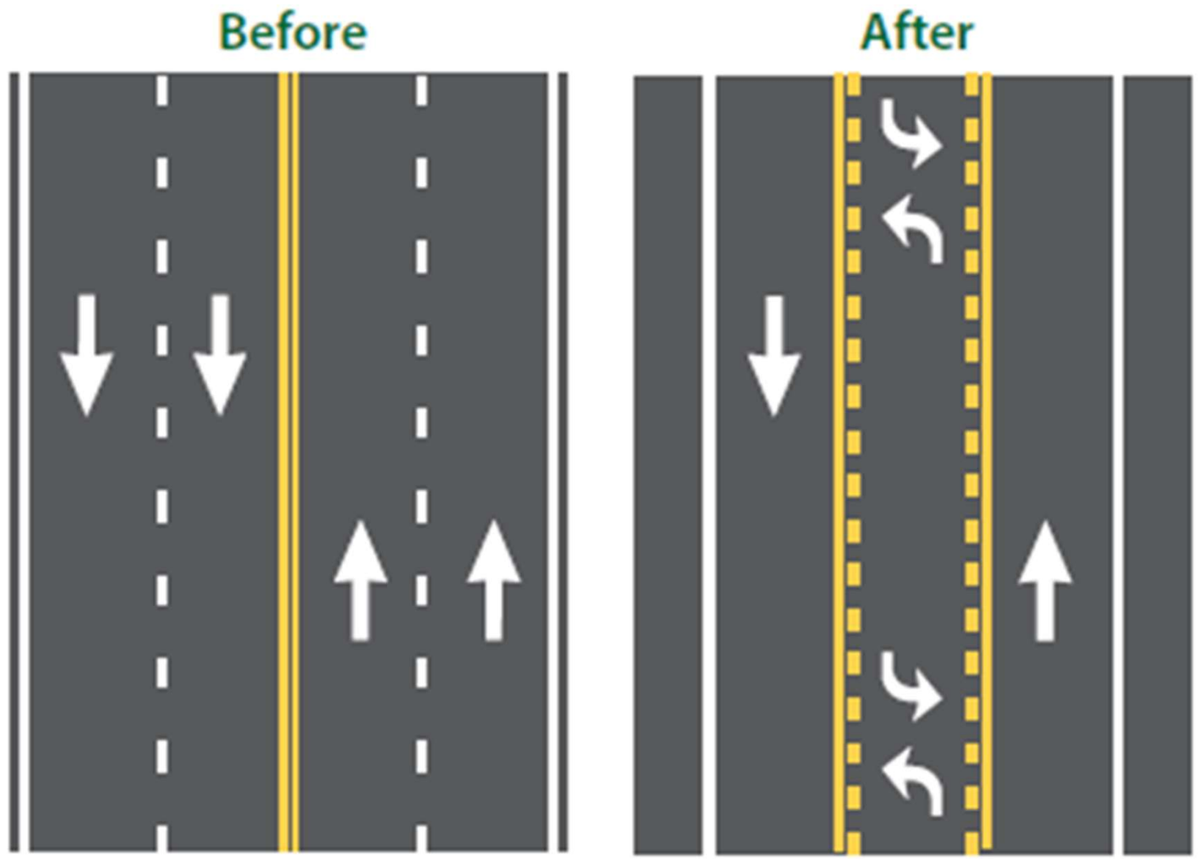
PROPOSED IMPROVEMENTS - WHAT IS A ROAD DIET?

- **Fancy name for reducing number of travel lanes on a multi-lane roadway**
- **Involves Removal of One Travel Lane in Each Direction & Addition of Two-Way Center Left Turn Lane**
- **Room Created Within Corridor Allows for Improved Bicycle and Pedestrian Facilities**



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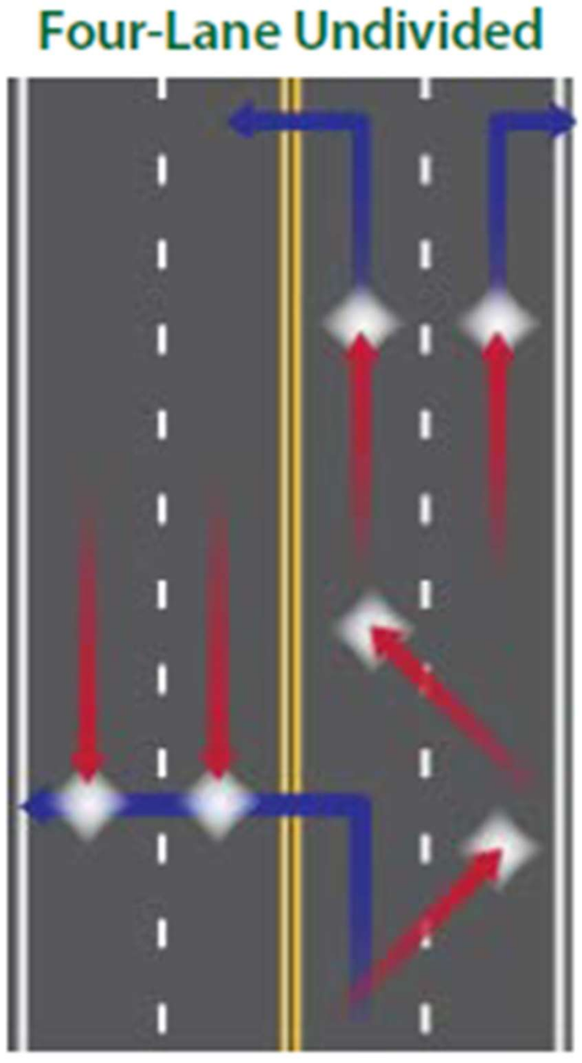
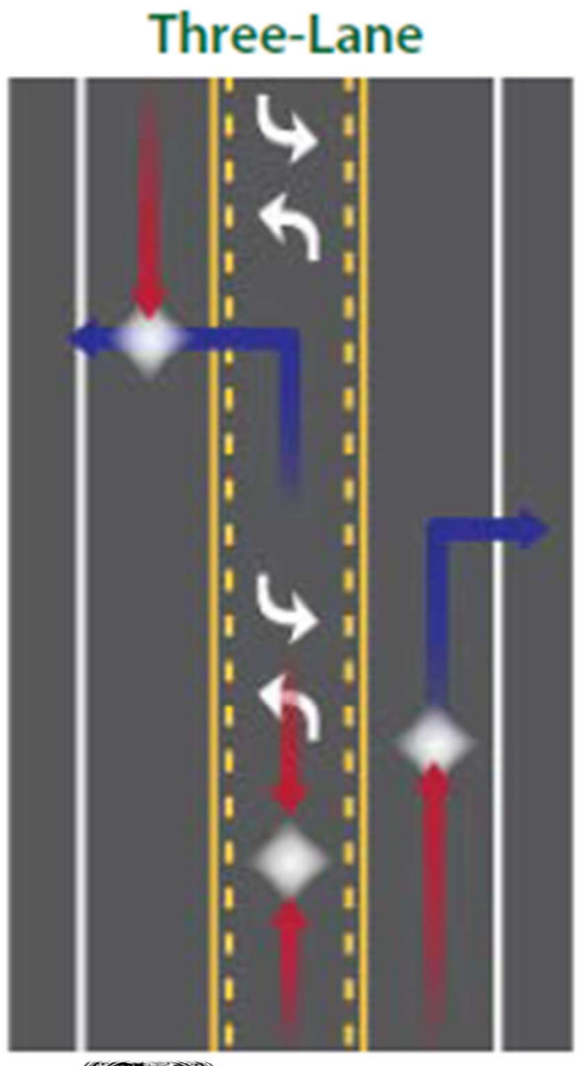
WHAT ARE THE BENEFITS OF A ROAD DIET?

- **Fewer Lanes to Cross for Both Vehicles and Pedestrians, Reduction of Crashes**

- **Significantly Improves Roadway Safety While Maintaining Traffic Operations**





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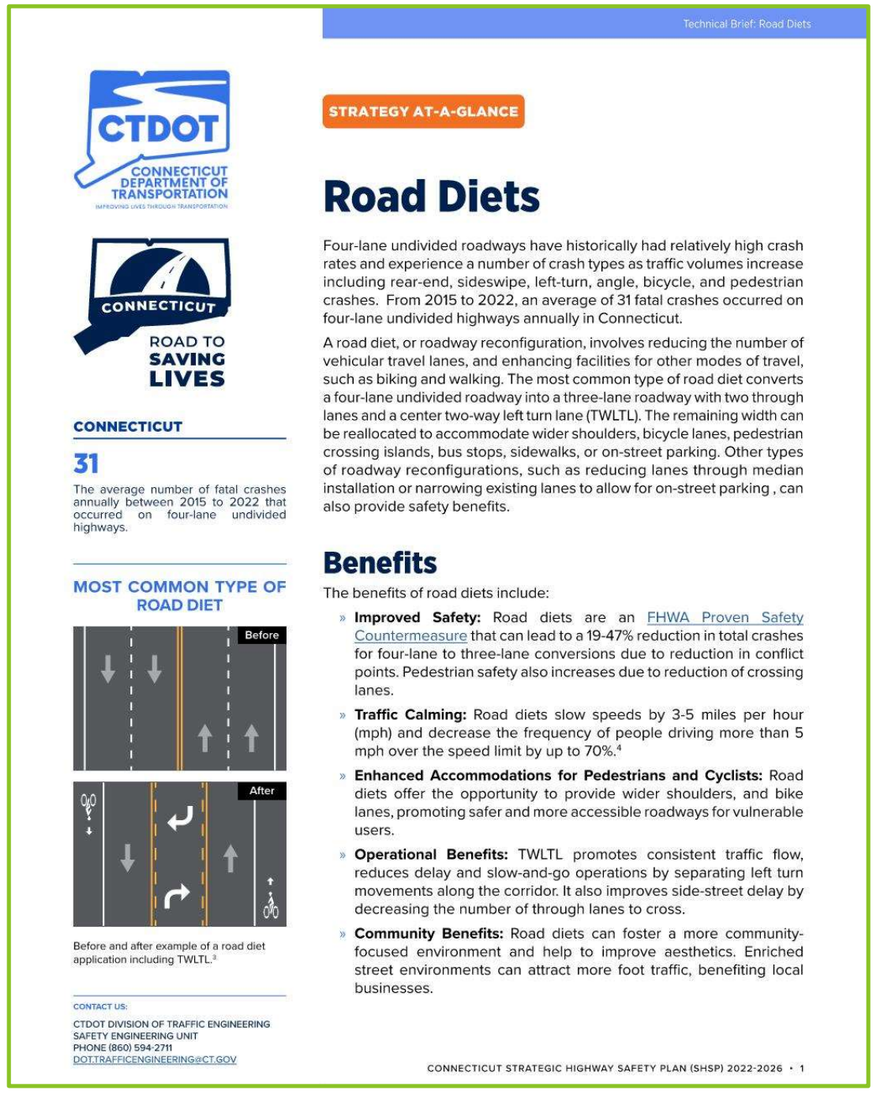
WHAT ARE THE BENEFITS OF A ROAD DIET?

- **Proven Safety Countermeasure**
  - Overall crash reduction of 19-47%
  - Reduction of rear-end and left-turn crashes
  - Traffic calming and more consistent speeds
- **Community-Focused Complete Street**
  - Better accommodate the needs of all road users
  - Opportunity to install bicycle & pedestrian facilities, on-street parking, or transit stops
  - Fewer lanes for pedestrian to cross
- **Low Cost**
  - Accomplished within the Pavement Resurfacing Programs or Other Infrastructure Projects at no to minimal additional cost



Technical Brief: Road Diets

CTDOT
CONNECTICUT DEPARTMENT OF TRANSPORTATION
IMPROVING LIVES THROUGH TRANSPORTATION

CONNECTICUT
ROAD TO SAVING LIVES

STRATEGY AT-A-GLANCE

Road Diets

Four-lane undivided roadways have historically had relatively high crash rates and experience a number of crash types as traffic volumes increase including rear-end, sideswipe, left-turn, angle, bicycle, and pedestrian crashes. From 2015 to 2022, an average of 31 fatal crashes occurred on four-lane undivided highways annually in Connecticut.

A road diet, or roadway reconfiguration, involves reducing the number of vehicular travel lanes, and enhancing facilities for other modes of travel, such as biking and walking. The most common type of road diet converts a four-lane undivided roadway into a three-lane roadway with two through lanes and a center two-way left turn lane (TWLTL). The remaining width can be reallocated to accommodate wider shoulders, bicycle lanes, pedestrian crossing islands, bus stops, sidewalks, or on-street parking. Other types of roadway reconfigurations, such as reducing lanes through median installation or narrowing existing lanes to allow for on-street parking , can also provide safety benefits.

CONNECTICUT

31

The average number of fatal crashes annually between 2015 to 2022 that occurred on four-lane undivided highways.

MOST COMMON TYPE OF ROAD DIET

Before

After

Before and after example of a road diet application including TWLTL.[3]

CONTACT US:
CTDOT DIVISION OF TRAFFIC ENGINEERING
SAFETY ENGINEERING UNIT
PHONE (860) 594-2711
DOT.TRAFFICENGINEERING@CT.GOV

Benefits

The benefits of road diets include:

- **Improved Safety:** Road diets are an FHWA Proven Safety Countermeasure that can lead to a 19-47% reduction in total crashes for four-lane to three-lane conversions due to reduction in conflict points. Pedestrian safety also increases due to reduction of crossing lanes.
- **Traffic Calming:** Road diets slow speeds by 3-5 miles per hour (mph) and decrease the frequency of people driving more than 5 mph over the speed limit by up to 70%.[4]
- **Enhanced Accommodations for Pedestrians and Cyclists:** Road diets offer the opportunity to provide wider shoulders, and bike lanes, promoting safer and more accessible roadways for vulnerable users.
- **Operational Benefits:** TWLTL promotes consistent traffic flow, reduces delay and slow-and-go operations by separating left turn movements along the corridor. It also improves side-street delay by decreasing the number of through lanes to cross.
- **Community Benefits:** Road diets can foster a more community-focused environment and help to improve aesthetics. Enriched street environments can attract more foot traffic, benefiting local businesses.

CONNECTICUT STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2022-2026 • 1

CT Strategic Highway Safety Plan Tech Brief:
https://www.cti.uconn.edu/images/cti/documents/T2Center/SHSP/CT%20SHSP_Tech%20Brief_Road%20Diets.pdf

WHY ROAD DIETS FOR WHITE PLAINS ROAD?

- **Address the existing traffic safety deficiencies**
- **Improve access to the Pequonnock River Trail & Twin Brooks Park → Address pedestrian/bicycle access deficiencies**
- **Engineers have a professional and ethical responsibility to prioritize safety**
- **High speed and vehicle mobility should never come at the expense of human injury or loss of life**

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SAFETY ANALYSIS

- **48 Reported Collisions from 1/1/2022 to 12/31/2024**
- **Collision Types:**
  - 17 Angle (35.5%)
  - 15 Rear-End (31%)
  - 10 Sideswipe-Same Direction (21%)
  - 5 Fixed Object (10.5%)
  - 1 Head-On (2%)
- **Collision Severity**
  - 1 Serious Injury
  - 11 Minor Injury
  - 36 Property Damage Only

Road Diets
(Roadway Reconfiguration)

A "Road Diet," or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

4-Lane → 3-Lane

Road Diet Conversions

19-47%

Reduction in total crashes

Source: *Evaluation of Lane Reduction "Road Diet" Measures on Crashes*, FHWA-HRT-10-053.

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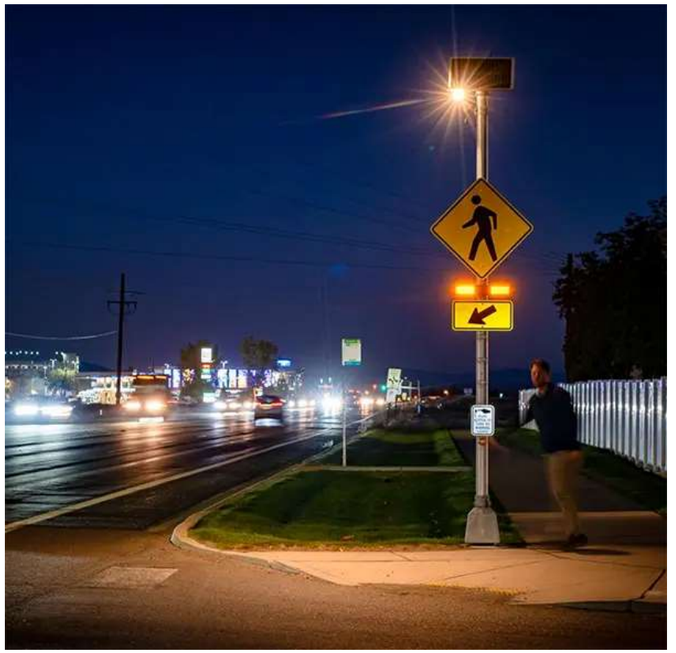
TRAFFIC OPERATIONS ANALYSIS

Intersection	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	2044 No-Build LOS	2044 No-Build Average Delay (sec/veh)	2044 Proposed LOS	2044 Proposed Average Delay (sec/veh)	2044 No-Build LOS	2044 No-Build Average Delay (sec/veh)	2044 Proposed LOS	2044 Proposed Average Delay (sec/veh)
Route 127 (White Plains Road) at Route 25 NB Off-Ramp	B	11.3	C	33.2	B	18.2	C	33.7
Route 127 (White Plains Road) at Shawnee Road	A	6.6	B	13.9	A	4.8	A	9.4

RECTANGULAR RAPID FLASHING BEACON (RRFB)

- **Solar Powered, Activated When Pedestrian Pushes Button to Cross**
- **Flashing Lights Alert Vehicles that Pedestrian is Crossing**
- **Enhances Visibility of Pedestrians at or in Crosswalk**
- **Significantly Improve Vehicle Yield Rates**



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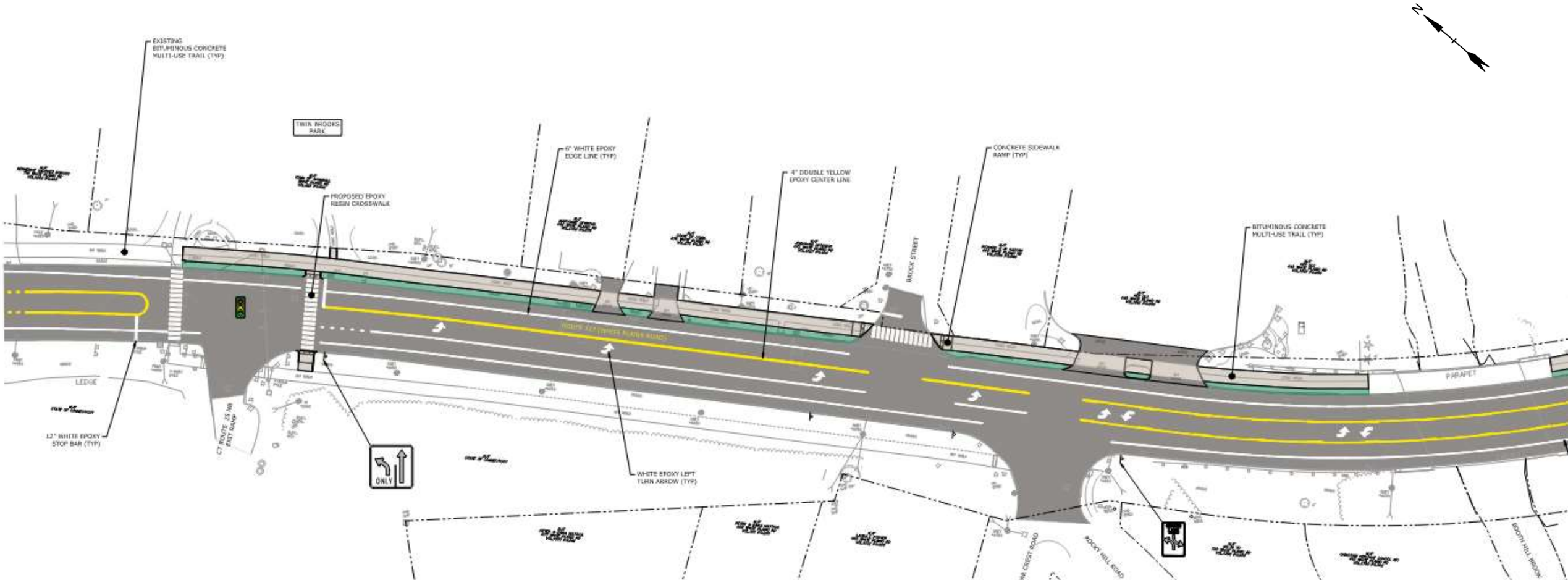
PROPOSED ROADWAY IMPROVEMENT PLAN



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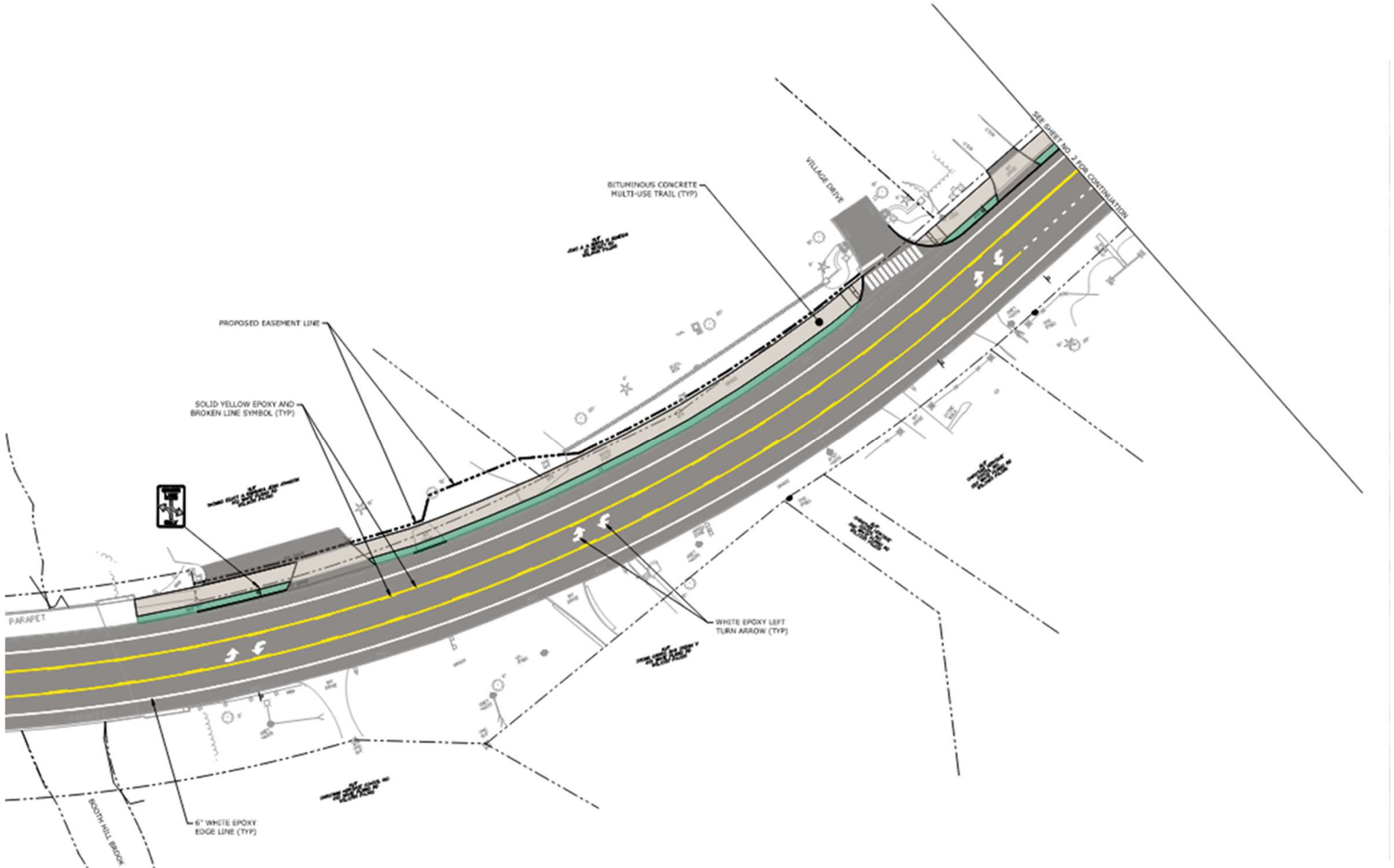

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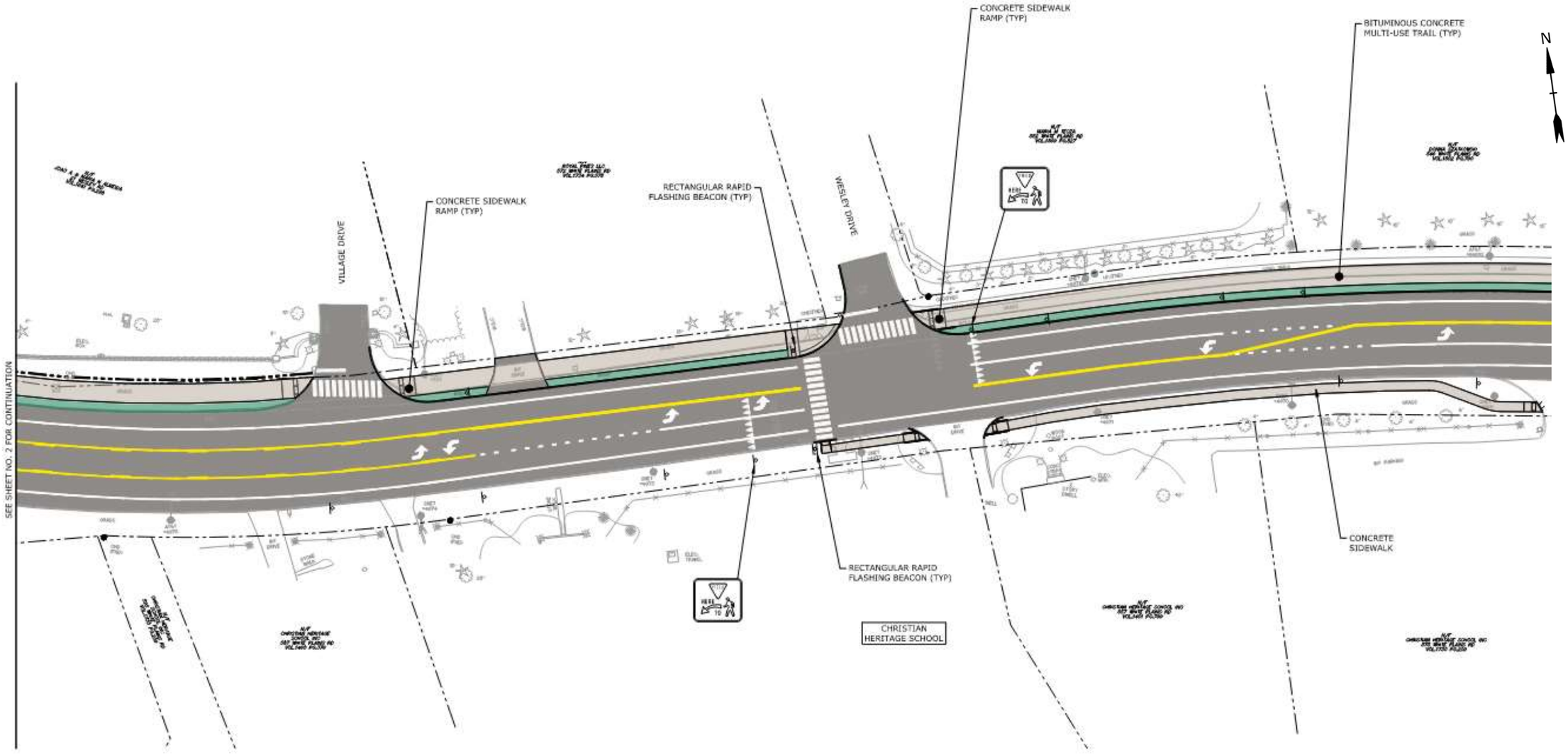

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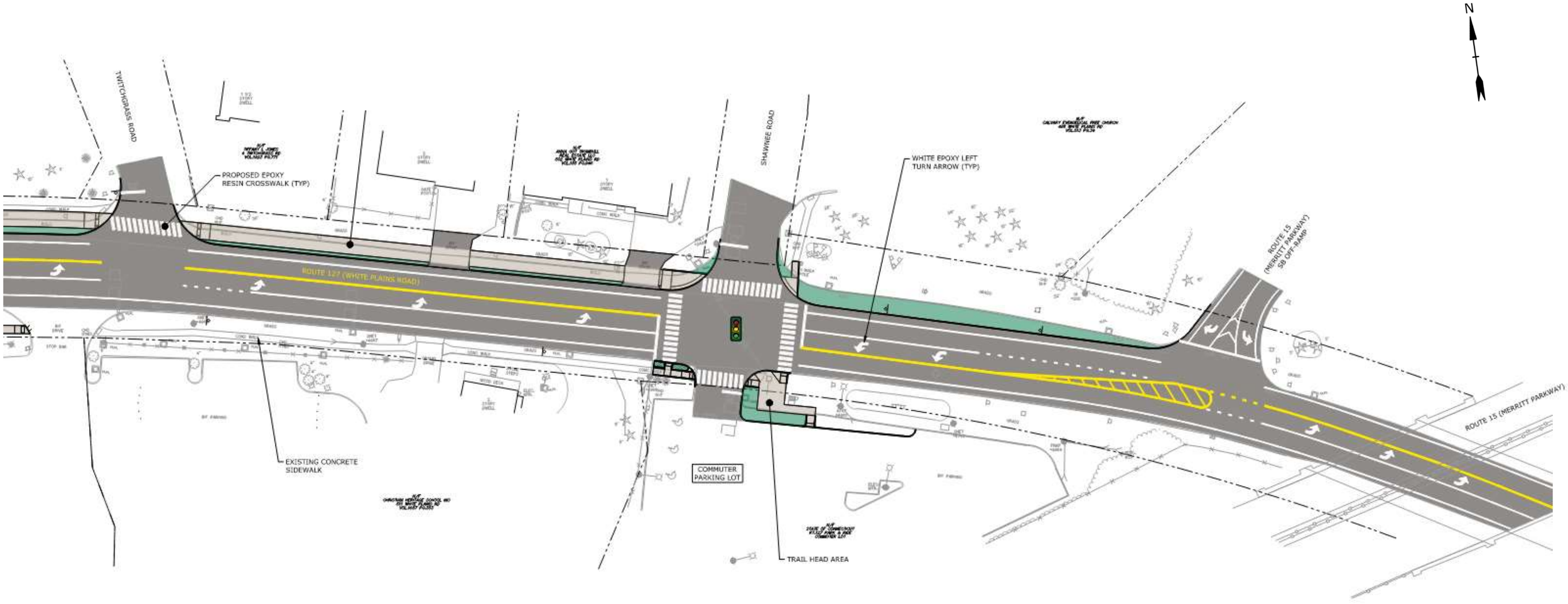

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COMMUTER LOT TRAILHEAD GATHERING AREA

COMMUTER LOT TRAILHEAD GATHERING AREA

COMMUTER LOT TRAILHEAD – PRECEDENT IMAGERY

2 ABRASIVE CONC. FINISH
PRECEDENT IMAGE

3 STONE SEAT WALL
PRECEDENT IMAGE

4 STONE PILLARS
PRECEDENT IMAGE

5 BIKE RACKS
PRECEDENT IMAGE

6 SIGNAGE KIOSK
PRECEDENT IMAGE

RIGHT-OF-WAY ACQUISITION

- **2 Partial Property Actions Required**
  - Primarily Sliver Easements for Multi-Use Path Construction
- **Construction Rights**
  - Driveway Reconstruction
  - Minor Grading (If Necessary)
- **CTDOT ROW Will be Contacting Affected Property Owners Directly**

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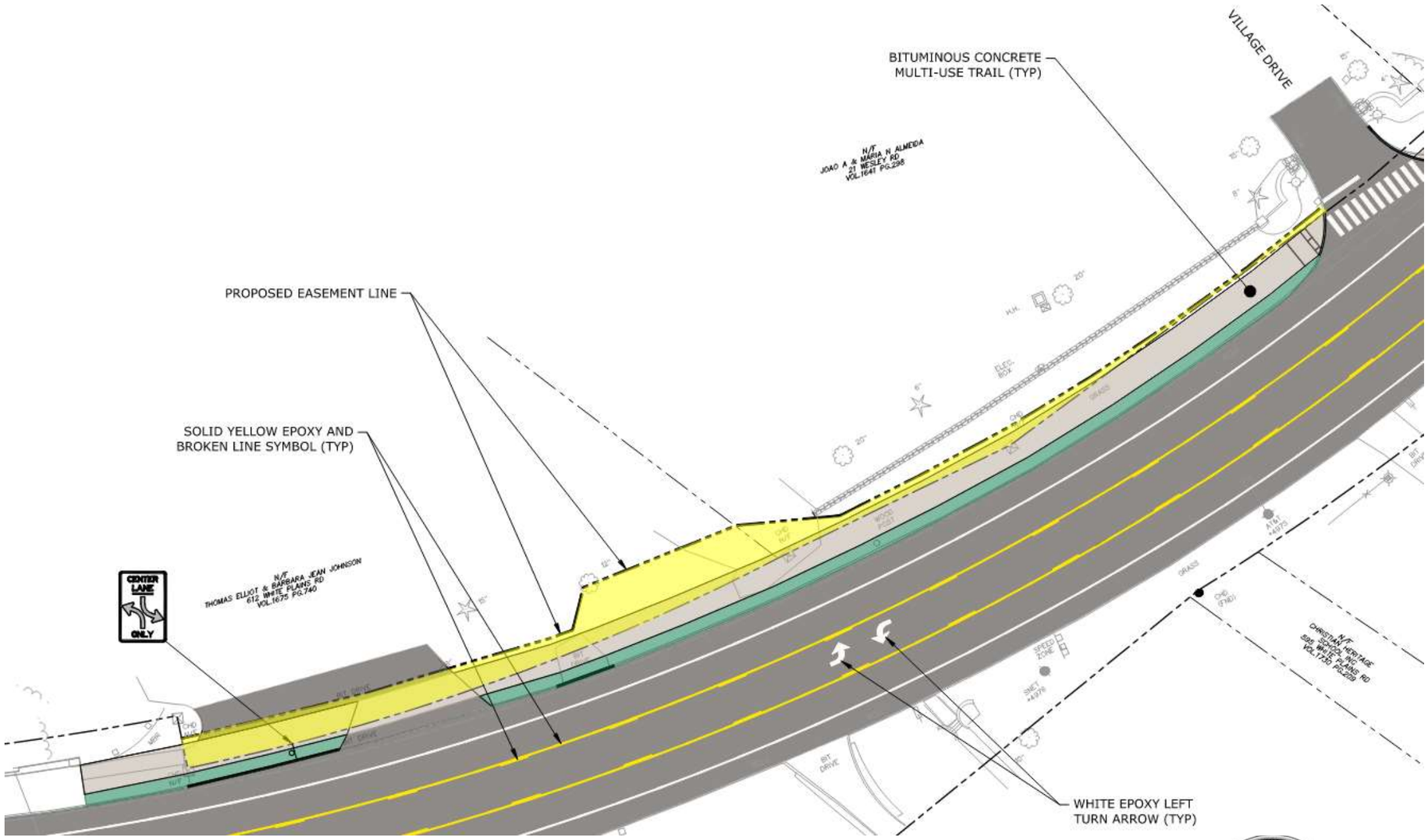
RIGHT-OF-WAY ACQUISITION



Division of Rights of Way

- **Function**
  - Acquire all property/property rights necessary for the project.
- **Statutory References**
  - State of Connecticut: C.G.S. Section 13a-73 & 13a-98e
  - Federal: Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended.
- **Impacts to Private Property***
  - Partial Acquisitions
  - Easements
  - Rights

*Impacts Subject to Change as Design Progresses

Division of Rights of Way

- **ROW Process**
  - **Letter of Intent to Acquire**
  - **Valuation**
  - **Offer of Compensation**
  - **Negotiation**
  - **Acquisition**
- **Agreement**
- **Condemnation**

PROJECT SCHEDULE / NEXT STEPS

- **Currently in Preliminary Design Phase**
- **Preliminary Design Approval – June 18, 2025**
- **Final Design – February 4, 2026**
- **Advertise for Construction – April 1, 2026**
- **Construction – Fall 2026 - 2027**

CONSTRUCTION COSTS FORECAST

- **Transportation Alternatives Program (TAP)**
  - 80% Federal Funding
  - 20% Town of Trumbull Funding
- **Preliminary Construction Cost Estimate: $1,750,000**

PRELIMINARY DESIGN OPINION OF PROBABLE COST

PROJECT: Route 127 Trail - Concept B (Road Diet)
DATE: Feburary 21,2025

TOWN OF: Trumbull
STATE PROJECT NO.:
ESTIMATE BY: CAS
CHECKED BY: CRD/JAR

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
0201001	CLEARING AND GRUBBING	LS	1	$ 30,000.00	$ 30,000.00
0202000	EARTH EXCAVATION	CY	250	$ 70.00	$ 17,500.00
0202100	ROCK EXCAVATION	CY	25	$ 300.00	$ 7,500.00
0202526	REMOVAL OF BITUMINOUS CONCRETE PAVEMENT	SY	750	$ 20.00	$ 15,000.00
0202529	CUT BITUMINOUS CONCRETE PAVEMENT	LF	1,900	$ 5.00	$ 9,500.00
0209001	FORMATION OF SUBGRADE	SY	75	$ 15.00	$ 1,125.00
0219011	CATCH BASIN SEDIMENT FILTER	EA	20	$ 250.00	$ 5,000.00
0286001.10	ROCK IN DRAINAGE TRENCH EXCAVATION 0'-10' DEEP	CY	5	$ 300.00	$ 1,500.00
0304002	PROCESSED AGGREGATE BASE	CY	24	$ 160.00	$ 3,840.00
0406170	HMA S1	TON	20	$ 150.00	$ 3,000.00
0406171	HMA S0.5	TON	10	$ 150.00	$ 1,500.00
0406236	MATERIAL FOR TACK COAT	GAL	5	$ 22.00	$ 110.00
0586750	TYPE 'C' CATCH BASIN TOP	EA.	3	$ 850.00	$ 2,550.00
0586001.10	TYPE "C" CATCH BASIN - 0' - 10' DEEP	EA.	6	$ 5,500.00	$ 33,000.00
0586001.10	TYPE "C" CATCH BASIN DOUBLE GRATE- 0' - 10' DEEP	EA.	2	$ 7,500.00	$ 15,000.00
0507899A	CONVERT TYPE "C" CATCH BASIN TO OFFSET CATCH BASIN	EA	1	$ 4,000.00	$ 4,000.00
0586703	CONVERT CATCH BASIN TO MANHOLE	EA.	1	$ 2,000.00	$ 2,000.00
0653001	CLEAN EXISTING CATCH BASIN	EA.	2	$ 600.00	$ 1,200.00
0686001.15	15" R.C. PIPE (CLASS IV)	LF	75	$ 75.00	$ 5,625.00
0815001	BITUMINOUS CONCRETE LIP CURBING	LF	1,550	$ 12.00	$ 18,600.00
0921001	CONCRETE SIDEWALK	SF	1,766	$ 16.00	$ 28,256.00
0921005	CONCRETE SIDEWALK RAMP	SF	2,375	$ 21.00	$ 49,875.00
0921039	DETECTABLE WARNING STRIP	EA	17	$ 225.00	$ 3,825.00
0922001	BITUMINOUS CONCRETE MULTI-PURPOSE TRAIL	SY	2,295	$ 100.00	$ 229,533.33
0922500	BITUMINOUS CONCRETE DRIVEWAY (COMMERCIAL)	SY	166	$ 100.00	$ 16,600.00
0922501	BITUMINOUS CONCRETE DRIVEWAY (RESIDENTIAL)	SY	440	$ 80.00	$ 35,200.00
0944000	FURNISHING AND PLACING TOPSOIL	SY	640	$ 25.00	$ 16,000.00
0949001	TRAILHEAD LANDSCAPING	LS	1	$ 50,000.00	$ 50,000.00
0950019	TURF ESTABLISHMENT - LAWN	SY	640	$ 6.00	$ 3,840.00
0970006	TRAFFICPERSON (MUNICIPAL POLICE OFFICER)	EST	1	$ 150,000.00	$ 150,000.00
0970007	TRAFFICPERSON (UNIFORMED FLAGGER)	HR	100	$ 65.00	$ 6,500.00
0977001	TRAFFIC CONE	EA	60	$ 30.00	$ 1,800.00
0978002	TRAFFIC DRUM	EA	30	$ 155.00	$ 4,650.00
1110001	TRAFFIC SIGNAL WORK SITE 1 (SHAWNEE ROAD)	LS	1	$ 80,000.00	$ 80,000.00
1110002	TRAFFIC SIGNAL WORK SITE 2 (ROUTE 25 NB EXIT RAMP)	LS	1	$ 80,000.00	$ 80,000.00
1117111	RECTANGULAR RAPID FLASHING BEACON	EA	1	$ 28,000.00	$ 28,000.00
1208931	SIGN FACE - SHEET ALUMINUM (TYPE IX RETROREFLECTIVE SHEETING)	SF	100	$ 250.00	$ 25,000.00
1210101	4" WHITE EPOXY RESIN PAVEMENT MARKINGS	LF	7,317	$ 0.75	$ 5,487.75
1210102	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	LF	8,327	$ 0.75	$ 6,245.25
1210105	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS AND LEGENDS	SF	2,015	$ 6.00	$ 12,090.00
1211001	REMOVAL OF PAVEMENT MARKINGS	SF	6,200	$ 2.50	$ 15,500.00
1220027	CONSTRUCTION SIGNS	SF	200	$ 30.00	$ 6,000.00

				Itemized Subtotal	**$1,031,952**
				Minor Items (10%)	**$103,195**
0980020	CONSTRUCTION SURVEYING	LS		**1%**	**$10,320**
0971001	MAINTENANCE AND PROTECTION OF TRAFFIC	LS		**5%**	**$51,598**
0975004	MOBILIZATION AND PROJECT CLOSEOUT	LS		**7.5%**	**$77,396**
				SUBTOTAL	**$1,274,461**
				Contingency (15%)	**$191,169**
				Incidentals (22%)	**$280,381**
				Inflation (Based on 2026 Construction, 5% Annually)	**$127,446**
				Opinion of Probable Costs	**$1,746,012**

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PUBLIC QUESTIONS & COMMENTS