

RESURFACE/REHABILITATE MUNICIPAL ROADWAYS UNDER FEDERAL ECONOMIC RECOVERY PACKAGE

ALTERNATIVES FOR MUNICIPALITIES

In an effort to expedite the initiation, design and processing of resurfacing-type projects for roadways on the federal-aid system, the Department has provided the following alternatives:

ALTERNATIVE 1 – Municipalities may wish to work with the Department of Transportation, utilizing the State of Connecticut’s Department of Administrative Service’s portal to advertise and administer **four** DOT district-wide resurfacing projects. This alternative streamlines the Title 23 requirements for the Municipality because DOT would take and administrative lead. If a municipality needs to hire a consultant for inspection services, the federal QBS process for selection must be utilized. The types of resurfacing improvements will be limited to **Pavement Preservation** and **Pavement Resurfacing**. **There can be no “safety related” requirements in the contract work.**

ALTERNATIVE 2 – Municipalities may submit application through their regional planning agencies to the Department under the existing [Pavement Rehabilitation Guidelines](#). Participating federal funds are limited to Construction Phase of the projects. If a municipality needs to hire a consultant for design and/or inspection services, the federal QBS process for selection must be utilized. The types of resurfacing improvements may include **Pavement Preservation, Pavement Resurfacing and Pavement Rehabilitation.**

SCOPE OF PAVEMENT IMPROVEMENT PROJECTS

- **Pavement preservation**
 1. Must meet [Pavement Preservation Guidelines](#)
 2. Safety survey must be performed and commitment to address concerns in the future (e.g. clearing & grubbing, fixed object protection/removal)
- **Pavement resurfacing** (built-up urbanized locations may have less safety related issues and therefore more likely to be expedited to construction under the time constraints of the ER program.)
 1. Limited to resurfacing projects only (includes milling if required).
 2. Existing roadway geometry and safety conditions must meet the minimum standards in the applicable 3R guidelines (including ADA requirements).
 3. The pavement structure must be adequate to ensure that resurfacing provides a 15-year design life expectancy.
 4. Roadway should have an absence of adverse crash history.
 5. The adequacy of the existing drainage system must be demonstrated
 6. Title 23 requirements apply.
- **Pavement rehabilitation** (built-up urbanized locations may have less safety related issues and therefore more likely to be expedited to construction under the time constraints of the ER program.)
 1. Includes 2-6 noted above under resurfacing
 2. May include reclamation or full-depth reconstruction within the existing curbs

SUMMARY – Municipalities should submit candidate roadways as soon as possible so as to utilize as much federal economic recovery funds for paving projects this construction season.