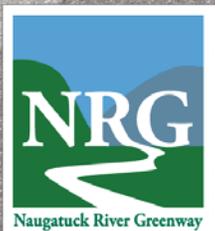


Naugatuck River Greenway Project Priorities

October 2015



NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS

This document was endorsed by the Naugatuck River Greenway Steering Committee on November 18th 2015. An interactive map detailing Naugatuck River Greenway sections and priorities can be found at: <http://arcg.is/1M3oNJj>.

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Overview

The Naugatuck River Greenway (NRG) is a planned 44-mile multipurpose trail following the Naugatuck River from Torrington to Derby. When complete, the Greenway will link 11 municipalities, reclaim the Naugatuck River for recreation, provide an alternate mode of transportation, drive tourism and economic development, and improve the quality of life for residents. Several sections of the greenway have been completed and are open to the public, and progress is being made to complete the remainder. Progress is being guided and overseen by the Naugatuck River Greenway Steering Committee which consists of representatives of each community and many special interest groups along the future route of the NRG, and is administered by the Naugatuck Valley Council of Governments.

Tier 1 Project Priorities

Tier 1 project priorities include projects for which advanced planning and design have been either completed or is underway. The projects are ready to advance to the construction phase. However, funding has not been secured or awarded to the project for construction.

1. **Watertown: Branch Brook at the Thomaston TL to Frost Bridge Road (Route 262);** about 2.4 miles

This section is generally located between the Route 8 Expressway and the Naugatuck Railroad (Currently used as a scenic railroad by the Railroad Museum of New England and occasionally for freight) along an existing, unpaved access road. The property is controlled

by the CTDOT. The trail section ends at Frost Bridge Road, the site of a former drive-in movie theater. The CTDOT is building a new CT Transit Bus Maintenance Facility at the site and has committed to constructing a section of the trail and including a trailhead, comfort station, and parking lot.

Status: The Town of Watertown received a Recreational Trails Program grant to design critical project elements, including watercourse and drainage crossings, separation measures between the rail line and the trail, an at grade rail crossing, measures to manage steep slope areas, typical cross sections, and how to connect the trail at Frost Bridge Road.

Cost: \$75,000 (RT Preliminary Design); \$1,847,000 (Construction)

2. **Naugatuck: Pulaski Walk to Waterbury TL at Platts Mill Road;** about 0.9 miles

This section will construct a road-separated multi-use trail from Platts Mill Road on the east side of the Naugatuck River near the town line with Waterbury to Pulaski footbridge on the west side of the river near an existing bridge over the Naugatuck River at Bridge Street. The planned trail will connect with an existing section of trail at the south end and a section in design at the north end in Waterbury. This alignment will also require the construction of a new structure to span the Naugatuck River. The trail will be aligned along the corridor of the Waterbury branch rail line, and portions will utilize an old trolley bed and unpaved access road outside of the corridor where possible. Because of the use patterns of the rail line, the trail's alignment will be carefully designed so as not to disrupt train service. Measures include: 25-foot setback between the rail and the trail; unencumbered access for service and emergency vehicles; and security fencing.

The long term plan for this section is to construct a crossing of the Naugatuck River. The bridge would connect the west and east sides of the river and require a clear span of about 265 feet to avoid impacts to the stream channel and regulated floodway. The bridge would consist of a steel pony-type truss superstructure with a reinforced concrete deck supported on reinforced concrete abutments and piers, located outside of the floodway. A fourteen-foot width would be provided.

Status: Planned; application submitted for federal CMAQ funds – not awarded.

Cost: ±\$3.0 million (excludes new structure); \$2.5-\$3.0 million for a new structure

3. **Torrington: Franklin Street (Downtown Torrington) to Bogue Road near the city's southern border;** approx. 2.6 miles.

As part of the city's Riverfront Recapture initiative, Torrington has established a pedestrian zone on Franklin Street complete with a public parking lot on a former factory site. A planned section of the NRG multiuse trail will extend approximately 2.6 miles south from a trail head at that parking lot in the center of the city to the city's border with Litchfield and Harwinton. Plans call for additional trailheads at Toro Field and on Park Avenue, and construction of a multiuse trail along the US Army Corps of Engineers (USACE) flood control levees to connect them. The corps-built levees are maintained by the city, and several sections are currently passable on foot and used for recreation. Plans call for paving some sections and constructing a stone dust trail surface on others. Sidewalks and existing bridges will be utilized in some areas where necessary to make connections with off-road sections. The city owns, or has easements on, all property along the route.

Status: Planned. Torrington has applied for a \$278,000 grant under the Recreational Trails Program (2015). The total estimated cost approximately \$500,000. Included in the project is construction of paved and stone dust sections of the trail, signs, fencing and furniture, as well as engineering and survey work required by USACE in order to approve the project.

Cost: ±\$500,000

4. **Beacon Falls: South Main Street at Route 42 to Toby's Pond;** about 1 mile.

A short section (about 0.5 miles) of the NRG was built along South Main Street from Depot Street. The proposal is to extend the trail from its current terminus at Route 42, south along Route 42 (South Main Street) to the entrance to Toby's Pond. Four travel lanes and grass median are provided along this stretch of Route 42 to the vicinity of the northbound off-ramp from Route 8 at Interchange 23. The travel width of the road would be reduced to accommodate an adjacent multi-use path. A four-foot buffer would be installed to separate the road from the path. Route 42 narrows south of the Route 8 ramps, and the width of the bridge over the Naugatuck River is only 30 feet.

Status: Planned

Cost: \$1,357,000

5. **Waterbury: Phase 2 – Eagle Street to West Main Street & Thomaston Avenue;** about 2.3 miles

This section would extend the separated path along and within the right-of-way of South Main Street to Glen Street. The trail would then continue on an off-road corridor to a

nine-acre vacant parcel along the Naugatuck River and adjacent to Jackson Street. Plans are being developed to convert the vacant parcel into a riverfront park with the trail pass through. It will continue along sections of Freight Street, Riverside Street and west Main Street. Project requires acquisition of rights-of-way and remediation of several contaminated parcels.

Status: The City advanced plans to extend the Phase 1 section from Eagle Street and through the downtown area as part of its federal TIGER grant application. It was excluded from the grant award; however, the city remains committed to the project.

The CT DOT has initiated three projects to repair ten bridges along Route 8 and I-84. As part of these projects, a by-pass detour will be built on the vacant parcels adjacent to Jackson Street. The City has requested that the CT DOT remediate the site and transfer ownership to the City upon completion of the project to allow redevelopment as a riverfront park.

Cost: ±\$8.6 million (*Note: Cost may be reduced if acquisition of rights-of-way and remediation is funded under the Route 8 and I-84 bridge replacement projects.*)

Tier 2 Project Priorities

Tier 2 project priorities include remaining trail sections for which a preliminary routing has been identified. Advanced planning and design have not been initiated and additional study is required to confirm and verify preferred alignment. Sections are listed in direction order from north to south.

1. **Torrington: Stillwater Pond to Franklin Street** (Downtown); about 3.0 miles.
2. **Litchfield/ Harwinton/ Thomaston: Bogue Road to Thomaston Dam**; about 7 miles – Traverses the mostly undeveloped section of river upstream of Thomaston Dam. USACE maintained trails currently exist on the west bank of the Naugatuck River south of Spruce Brook along an abandoned rail bed and portions old Route 8 that are open to the public for off-road motorcycle use, hunting, hiking, and fishing access. To avoid conflict with hunters and motorcycles, and to avoid frequent trail closure due to dam operations, routing the trail on the east side of the river through USACE land, private property, and CTDOT ROW (along Route 222) may be preferable. A detailed study of routing options for this section is recommended.
3. **Thomaston: Thomaston Dam (Vista Picnic Area; USACE property) to Old Waterbury Road**; three identified sections at a total of 3.9 miles, ±\$5,529,000 – passes through downtown Thomaston and connects with the town’s historic clock walk and the New England Railroad Museum.

4. **Watertown: Frost Bridge Road to Waterbury TL**; about 0.7 miles, about \$1,000,000 – may require installing a bike/pedestrian bridge over the Naugatuck River to cross into Waterbury (±\$250,000-to-\$500,000).
5. **Waterbury: Phase 3 – West Main Street & Thomaston Avenue to Watertown TL**; about 2.3 miles, ±\$11.9 million – extends path along Thomaston Avenue, Chase River Road and through the Waterbury Industrial Commons; includes several new and rehabilitated structures and park development.
6. **Naugatuck: Maple Street to Beacon Falls TL**; about 2.2 miles, about \$3,236,000 – along South Main Street to Breen Field with a new bridge to access the west side of the river and the former Uniroyal. The trail requires a second crossing near the Beacon Falls TL because of pinch-point caused by the railroad tracks and Route 8.
7. **Beacon Falls: Naugatuck TL to Main Street**; about 1.8 miles, ±\$2,744,000 – uses old road bed of Route 8 from Cross Street which ends at a “bump out” sheer blasted cliff for the current Route 8. The ALTA routing study recommended crossing Route 8, the river and rail with a suspension bridge, but additional options should be investigated including expansion of the existing culvert under Route 8 and a shorter bridge over the river and tracks to access Cold Spring Road. Cold Spring Road is currently open to the public but would require additional improvements and permissions (DEEP) to be included as a NRG section.
8. **Beacon Falls-Seymour: Route 42 to Route 67 connector greenway**; about 1.9 miles, about \$3.2 million – new road separated section parallel and west of the Waterbury branch line on vacant, private parcels. The project would be located within a 22-foot right-of-way and consist of a 10-to12 foot paved trail with five foot shoulders and clear zones on each side of the trail. Alternate routing along existing trails at Toby’s pond would require some improvement and would be geographically constrained in Seymour.
9. **Seymour: Pedestrian Bridge between Tingue Dam Fish By-pass Park and Broad Street Park**; about 300 feet, about \$2.5 million – new pedestrian bridge over the Naugatuck River to connect Route 313 (Broad Street) to the downtown area and the Tingue Dam Fish By-pass Park.
10. **Ansonia-Derby: Division Street Crossing**; about 300 feet, \$TBD – provide a grade-separated connection between the Derby Greenway and the Ansonia Riverwalk. Currently, trail users need to cross Division Street, a four lane minor arterial. A shelf is in place under the Division Street Bridge over the Naugatuck River that can be used to carry the trail.

Active Projects

Active projects include projects for which funding to design and construct the project has been identified and awarded.

1. **Waterbury: Phase 1 – Naugatuck TL at Platts Mill Road to Eagle Street**; about 2.2 miles

This trail section will stretch from the Naugatuck River Access Park on Platts Mill Road north to Eagle Street along South Main Street. The trail will be constructed within the existing right-of-way of South Main Street. The road currently maintains four travel lanes; existing volumes can be accommodated by fewer lanes. The concept will re-allocate the roadway to include a separated bicycle and pedestrian path along the road with a buffer separating traffic from the trail.

Status: The project has been funded and construction is expected to begin in 2017. However, delays have occurred because of the condition of a CT DOT retaining wall within the corridor that needs to be repaired/replaced prior to construction of the trail.

Cost: \$5.5 million (HPP)

2. **Seymour: Phase 1 Seymour Greenway and Linear Park, Bank Street (Route 67) to Tingue Dam Fishway Park;** about 950 feet

This section would extend from Bank Street (Route 67) at the southbound on-ramp to Route 8 to the recently completed Tingue Dam Fishway Park. The trail will be aligned adjacent to the on-ramp and be built on state-owned right-of-way. It will end at the parking lot for the park and provide access to the Downtown Seymour area.

Status: The project is in Final Design and the Town has been award Transportation Alternatives Program (TAP) funds to construct the project; anticipate construction in spring 2016.

Cost: ±\$700,000 (TAP)

3. **Ansonia: Riverwalk Crossing of the Waterbury Branch Line;** about 130 feet

This project will construct an ADA-compliant pedestrian bridge over the railroad tracks and flood plain to provide a safe crossing of the active rail line and access to Pershing Drive from the Riverwalk. The bridge will be about 130 feet in length and 12 feet wide. Entry signage will be install at Pershing Drive.

Status: The project is in Final Design and the City has been award Surface Transportation Program (STP) and High Priority Program (HPP) funds to construct the project; anticipate construction in spring 2016.

Cost: ±\$1.5 million (STP and HPP)

4. **Derby: Route 34 Cycle-Track; Bridge Street to Derby-Shelton Rail Station;** about 0.3 miles

This section will be constructed as part of the reconstruction and widening of Route 34 (Main Street) in downtown Derby. The project limits are from Bridge Street to the northbound ramps to Route 8. A bi-direction cycle-track, ten feet wide, will be installed along the south edge of Route 34. A four-foot buffer will be provided to separate the cycle-track from the road. A short section of trail will be built in the buffer area behind the Home Depot and a connection will be made into the Derby-Shelton rail station site. The cycle-track will connect directly to the Derby Greenway at Bridge Street. A gateway park and greenway entrance will be constructed in southwest corner at the intersection of Route 34 and Bridge Street.

Status: The project is included the Final Design for the road project; anticipated to be completed by the end of 2016, with construction anticipated in 2017. STP and HPP funds have been allocated to the project.

Cost: Included in total roadway project cost of ±\$10,000,000 (STPA and HPP)

5. **Derby-Shelton: Renovation of the Derby-Shelton Bridge;** about 500 feet

The proposed project will rehabilitate and enhance the Derby-Shelton Bridge (Bridge No. 1659) that carries State Route 712, locally known as Bridge Street, over the Housatonic River. The bridge connects the City of Shelton and the City of Derby and has been the focus of several planning studies. The enhancement of the pedestrian space on the bridge will create an aesthetically attractive environment and encourage people to walk between downtown Shelton and the Derby-Shelton multi-modal transportation center. The project consists of resurfacing the bridge deck and reconfiguring it to provide pedestrian promenade and bi-directional cycle-track along the south side of the structure. The cycle-track will tie into the Derby Greenway at the east end of Bridge Street.

Status: The state legislature has awarded the NVCOG with a \$2 million bond authorization to design and construct the renovation of the bridge.

Cost: ±\$3,210,000 total project (\$2.0 million State Bond Funds)

6. **Thomaston: Town Wastewater Treatment Plant to Branch Brook at the Watertown TL;** about 2,000 feet

This section is located on town-owned land adjacent to the town's Animal Control facility, the wastewater treatment plant and the transfer center. It will extend about 2,000 feet to an existing bridge over Branch Brook. The project include a trailhead and parking lot.

Status: The Town of Thomaston received a Recreational Trails Program grant to design and construct the trail.

Cost: \$195,000 (RT)

Completed Sections

1. **Derby Greenway**: A 2 mile section of paved multiuse trail that follows the USACE floodwall along the Naugatuck and Housatonic Rivers, and meanders through “O’Sullivan’s Island”, a peninsula and park at the confluence of the two rivers. Preliminary counts of trail uses conducted by NVCOG estimated 310,254 annual uses.
2. **Ansonia Riverwalk**: The Riverwalk extends .5 miles north from the Derby greenway at Division Street. Beginning in a riverside park with a gazebo, it follows the USACE floodwall north to a rail crossing.
3. **Beacon Falls**: A .5 mile paved tree lined path that was built by reclaiming one lane of old route 8 and repurposing it for pedestrian use. The trail currently extends south along North Main Street to Route 42.
4. **Naugatuck Greenway**: Currently extending 1.1 miles from the Pulaski Footbridge at 199 River St. to a pocket park on Maple Street, the Naugatuck section of greenway follows the river through Linden Park, which offers numerous recreational opportunities. Preliminary counts of trail uses conducted by NVCOG estimated 50,095 annual uses.

Project Section Summary

	<i>Sections</i>	<i>Estimated Cost</i>
<i>Completed and Open to the Public</i>	4	NA
<i>Existing Trail/ Additional Development Needed</i>	1	TBD
<i>Active Projects - Funding Awarded</i>	6	\$10,895,000
<i>Planned Section - Routing Determined (Tier I)</i>	5	\$15,304,000
<i>Proposed Sections - Prelim Routing Determined</i>	8	\$27,109,000
<i>Proposed Sections - Prelim Routing Determined (no cost)</i>	3	TBD
<i>Proposed Section - Routing Undetermined</i>	2	TBD
<i>Totals:</i>	29	TBD