The Naugatuck River Greenway

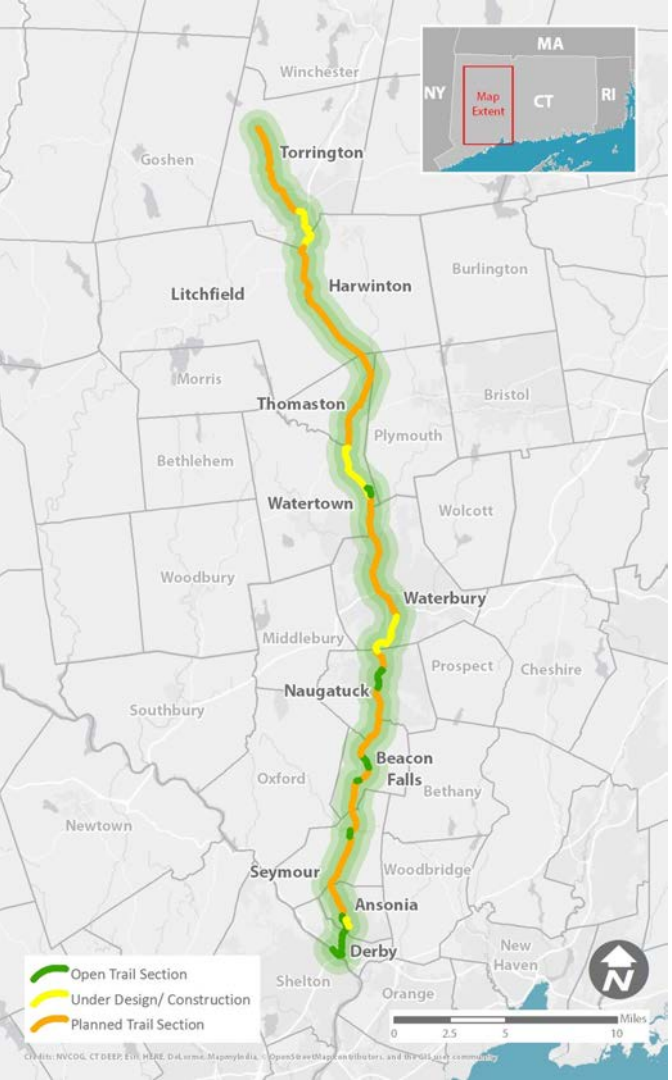
Meeting With US Army Corps of Engineers

September 21, 2018

NRG

NHCOG
Northwest Hills
Council of Governments

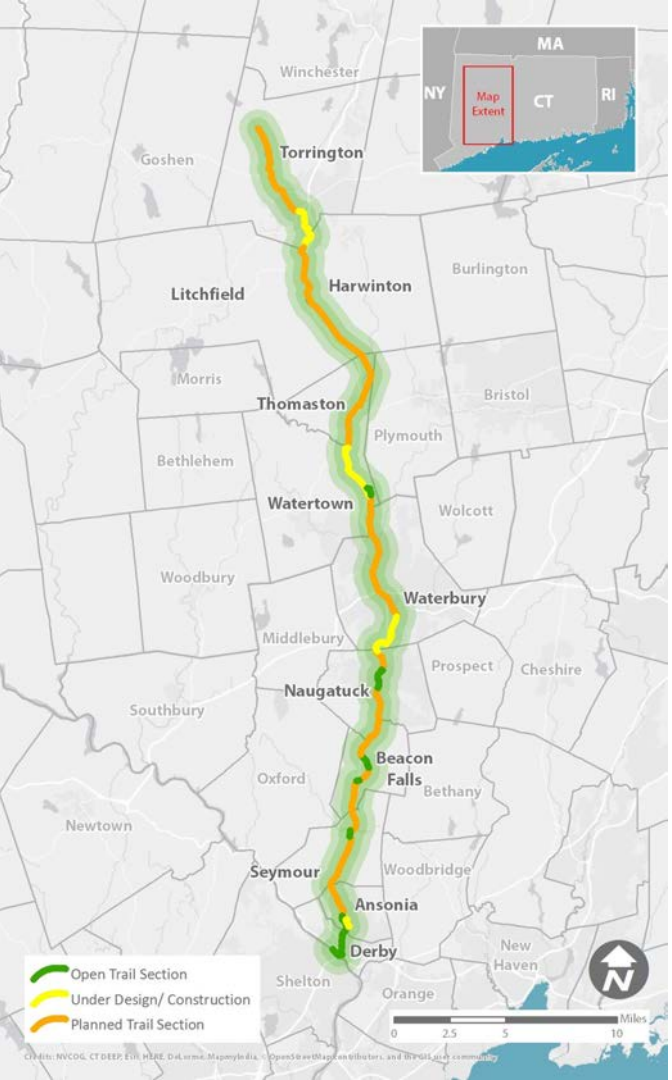
NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS



Naugatuck River Greenway Overview

Officially Designated CT Greenway
2001, 2006, 2007

"Greenway" is a a corridor of open space that:
(1) may protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or nonmotorized transportation, (2) may connect existing protected areas and provide access to the outdoors, (3) may be located along a defining natural feature, such as a waterway, along a man-made corridor, including an unused right-of-way, traditional trail routes or historic barge canals or (4) may be a greenspace along a highway or around a village. (CGS section 23-100)



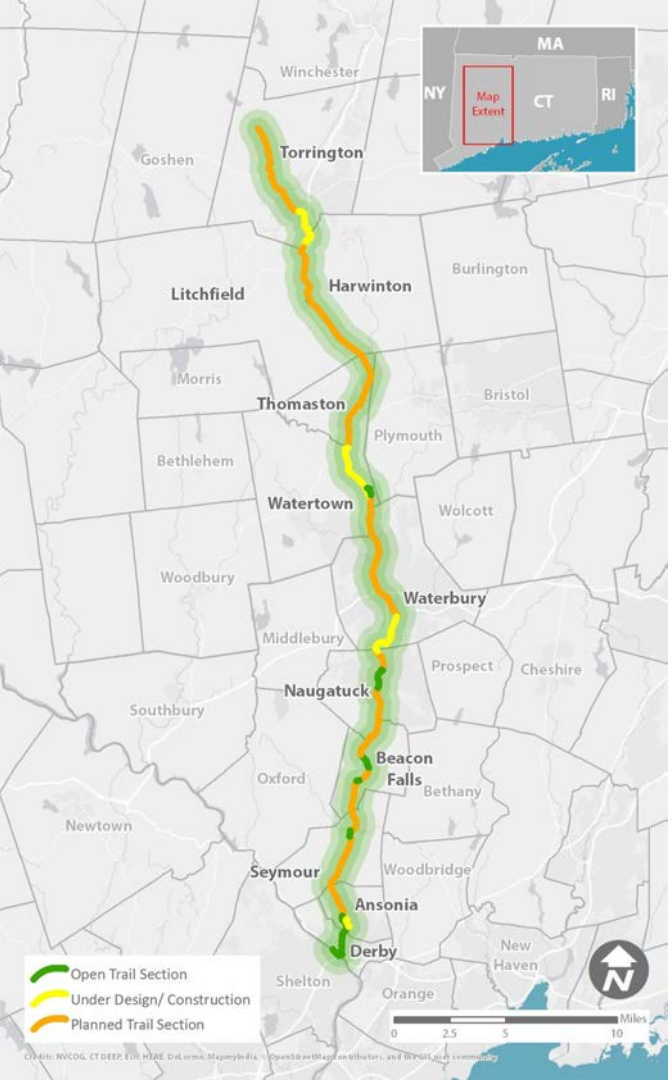
Naugatuck River Greenway Trail Overview

The NRG ***Trail*** is a 44 mile multi-use trail following the Naugatuck River through 11 communities

- Non - Motorized
- 10ft+ wide
- Paved or Compacted Stone Dust
- Off - Road/ Separated
- Accessible

Purpose:

- Improve health and quality of life of residents
- Provide a viable transportation option
- Restore river access
- Provide economic opportunities



Naugatuck River Greenway Trail Overview

Trail is being constructed at the municipal level with federal, state and local funds.

Assisted by NVCOG and NHCOG

Overseen and guided by the NRG Steering Committee (NRGSC) including municipal and stakeholder members

- Prioritize
- Coordinate
- Provide Guidance
- Research and Data

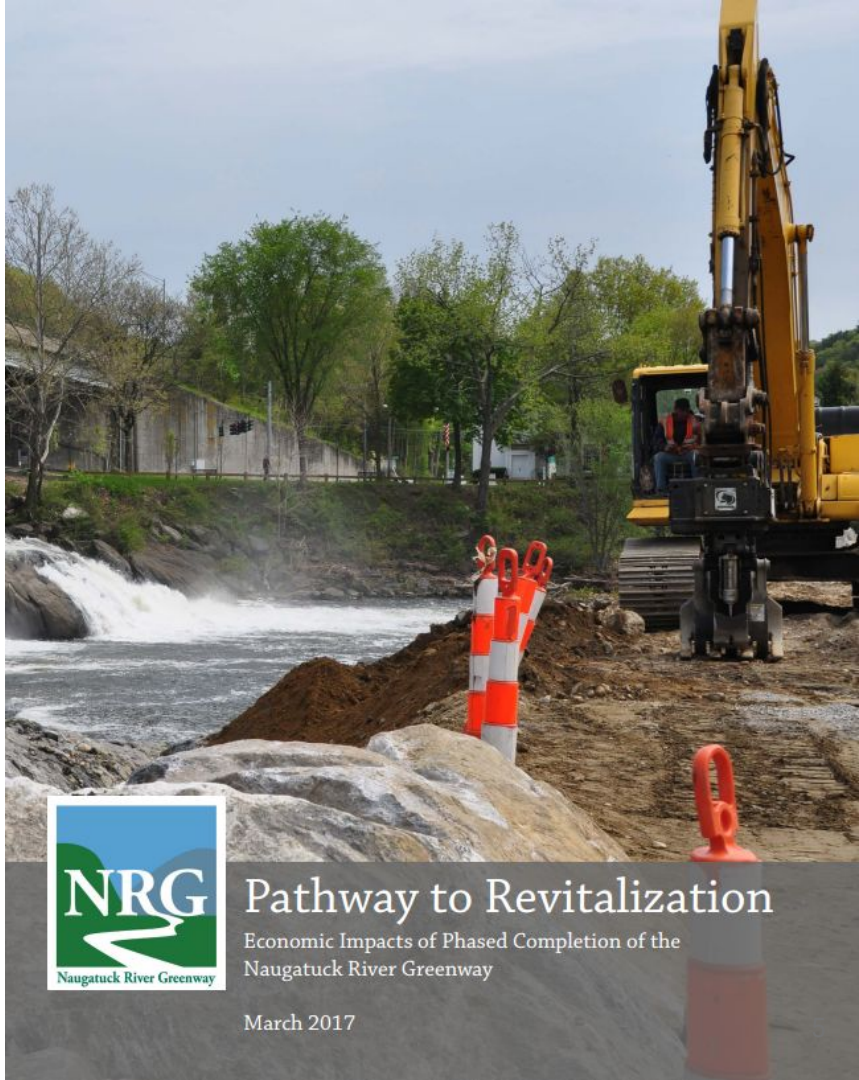
2015-2016 Naugatuck River Greenway Economic Impact Study

Provide municipal officials with data about economic and health benefits of continued construction of the NRG

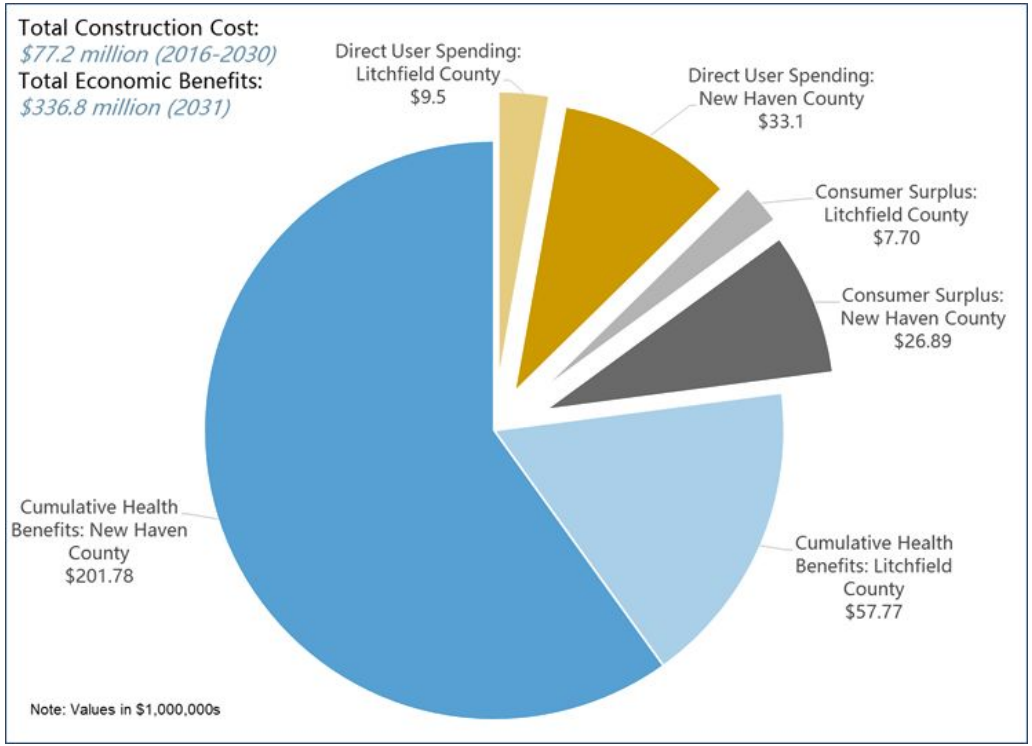
Partnered with UConn and the CT Center for Economic Analysis to conduct the Study

Report published March 2017

www.nvcogct.org



2015-2016 Naugatuck River Greenway Economic Impact Study



Total Direct Economic Benefits

- Direct User Spending
- Consumer Surplus
- Health Benefits
- Excluding Indirect & Induced Impacts
- Benefits > Investment

$336.8 Million

(2031)

2015-2016 Naugatuck River Greenway Economic Impact Study

Regional Economic Model Inc. (REMI)

Simulates county level & state economies

Estimates change in economy from base conditions

Based on Direct Expenditures & Construction Costs

+2,500
New & Retained Population

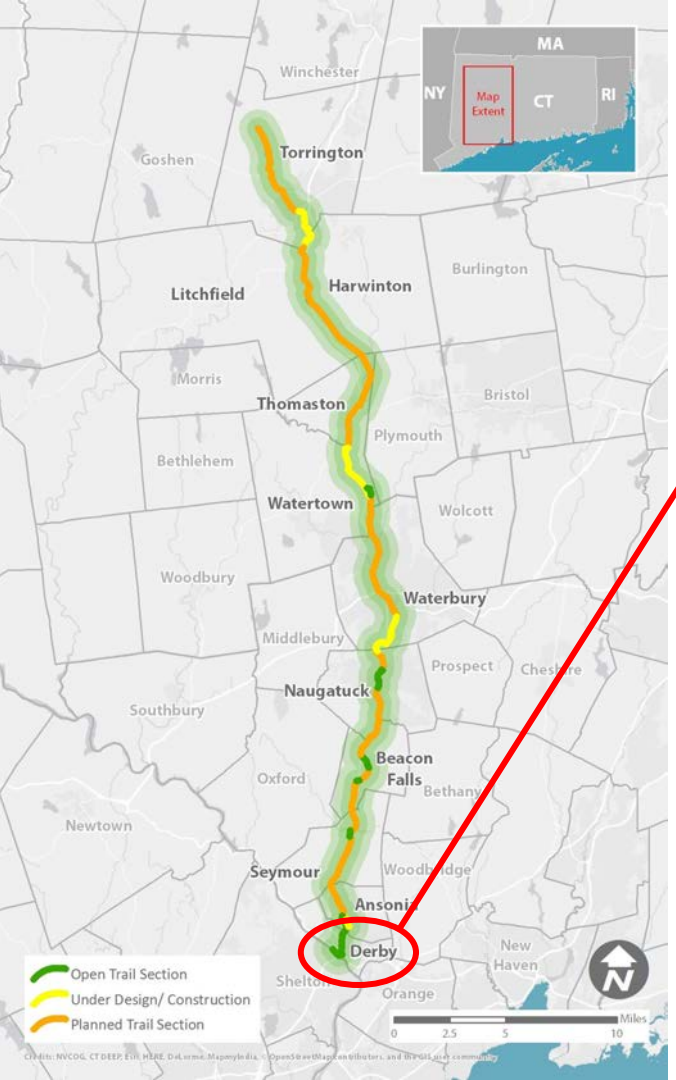
+1,400
New Jobs

+$128m
Real GDP

+$206m
Personal Income

+$166m
Disposable Personal Income

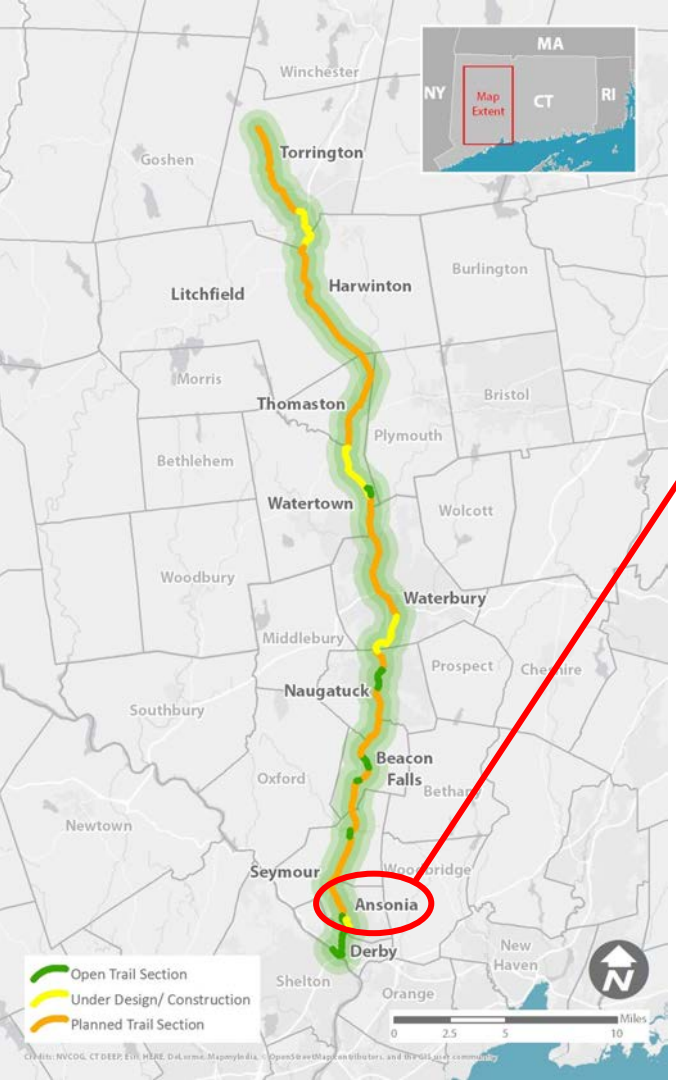
+$40m
Income Tax Revenue



Naugatuck River Greenway Trail Progress

Derby

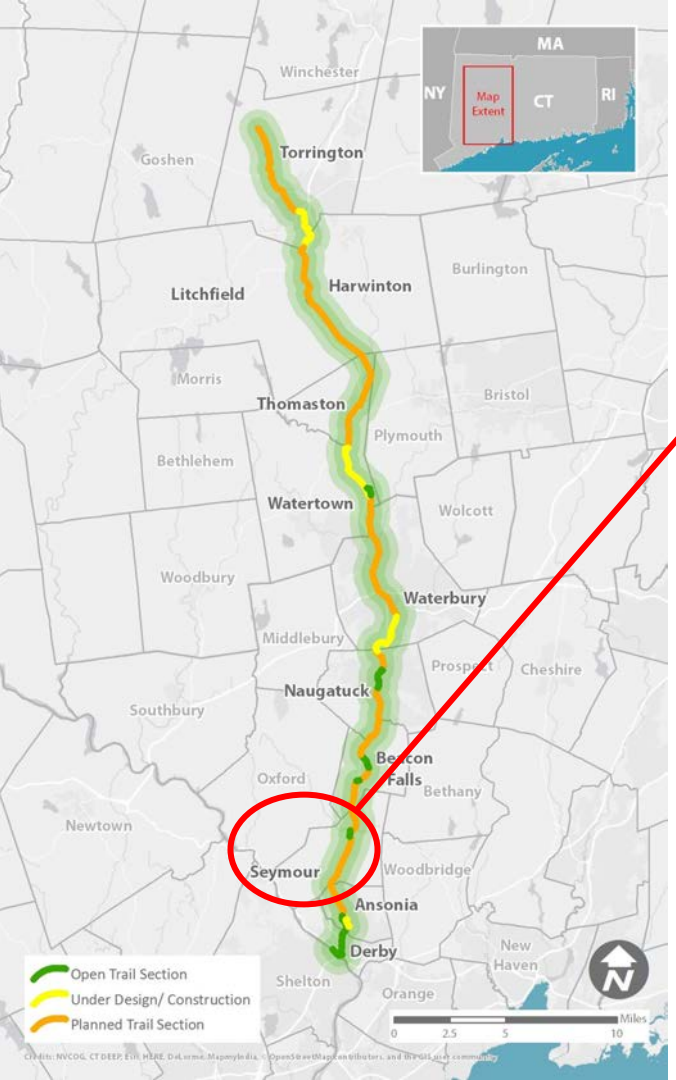
- 2 miles - mostly on USACE built levees
- Downtown/ Bridge Street to Division Street
- **300,000+** trips taken annually/ +150,000 visits



Naugatuck River Greenway Trail Progress

Ansonia

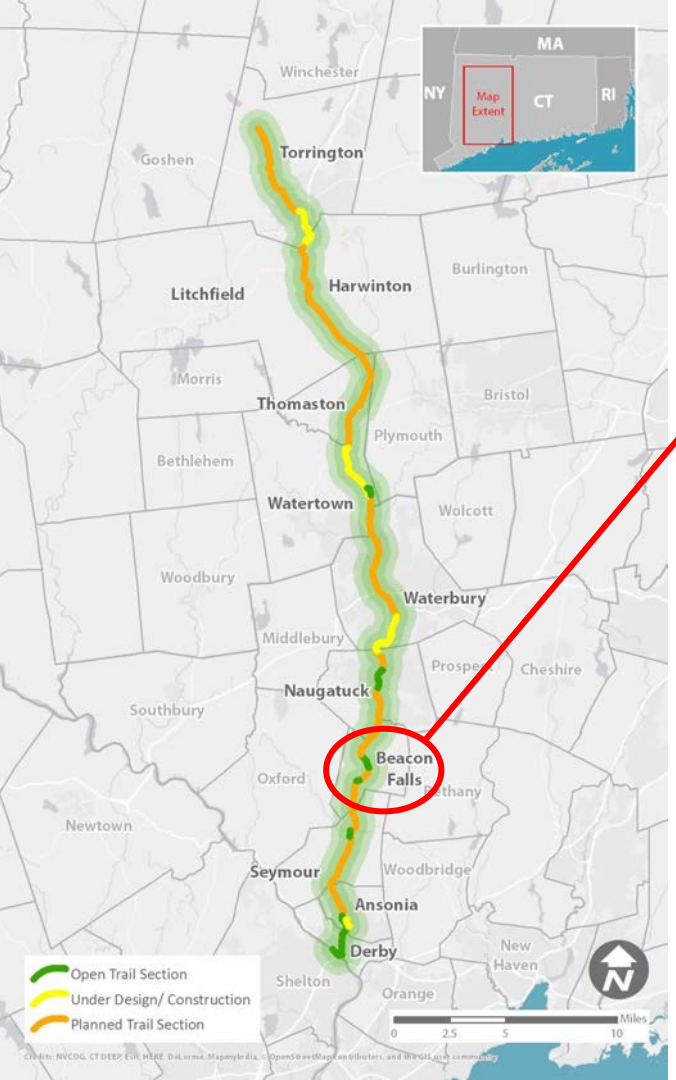
- ⅔ mile contiguous to Derby Greenway
- Division Street to Pershing Drive
- New bridge over RR to downtown
- Design underway for sections 2, 3 & 4



Naugatuck River Greenway Trail Progress

Seymour

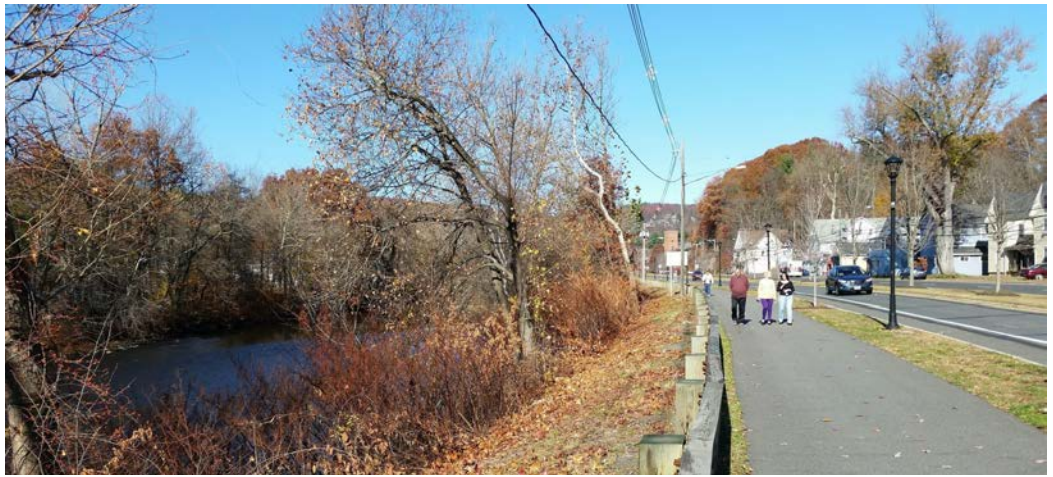
- 1,400ft section opened 2018
- Bank Street to Tingue Dam Bypass Park



Naugatuck River Greenway Trail Progress

Beacon Falls

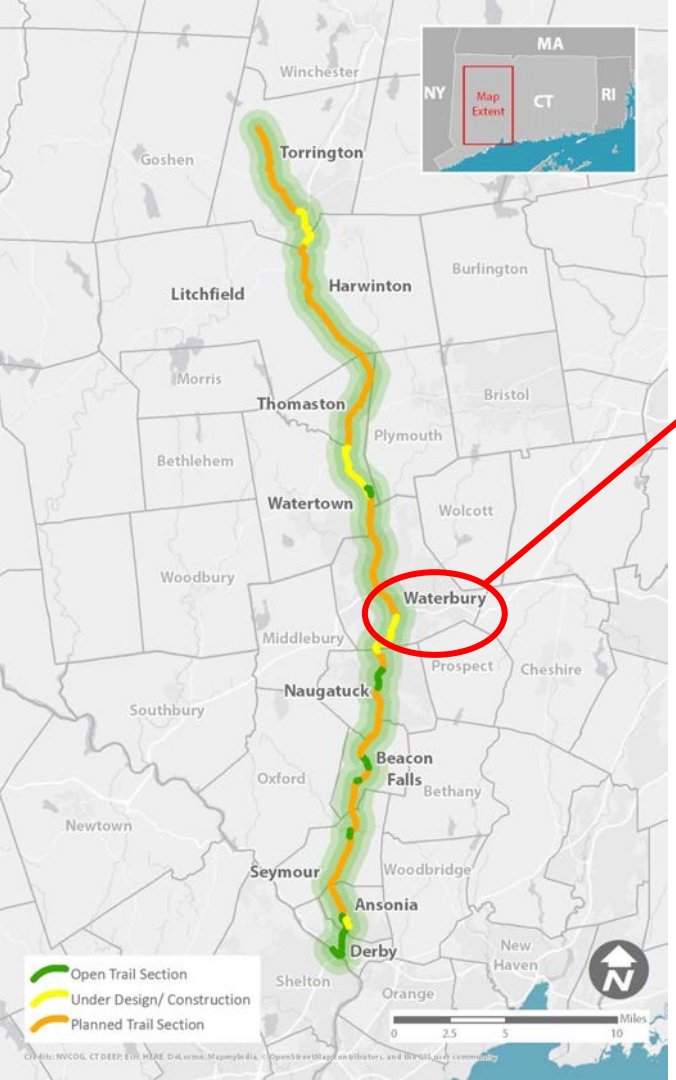
- ➔ 1800 ft road diet from Veterans Park to Rte. 42
- ➔ Riverbend Park
- ➔ Plans to connect them



Naugatuck River Greenway Trail Progress

Naugatuck

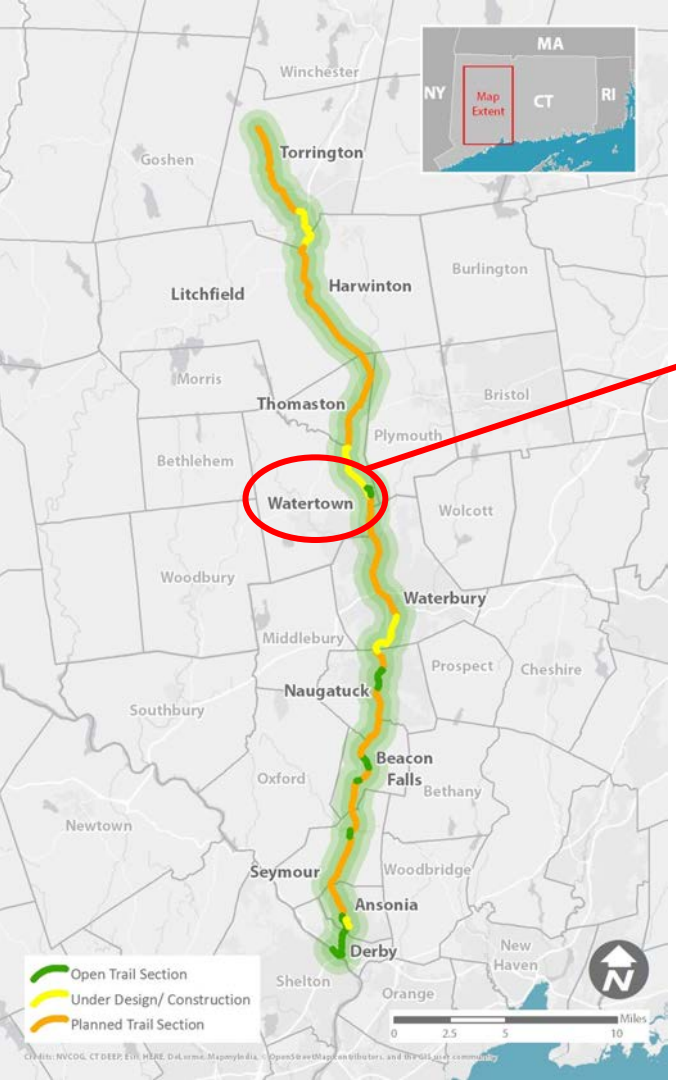
- 1 mile from Maple St. to Bridge St.
- Linden Park
- 50,000+ trips annually



Naugatuck River Greenway Trail Progress

Waterbury

- Freight Street
- Complete Street Treatment
- TIGER Federal Grant



Naugatuck River Greenway Trail Progress

Watertown

- ½ mile from Echo Lake Road to Rail
- DOT Bus Maintenance Facility

Naugatuck River Greenway Coming Soon

Waterbury

- 2.2 miles from Eagle Street to Platts Mill
- Spring 2019

Thomaston/Watertown

- ¼ mile trail with trailhead - Spring 2019
- Bridge over Branch Br. to Watertown NRG and Mattatuck Trail

Torrington

- 2 miles Franklin Street to Bogue Road
- Beginning 2019 - awaiting USACE approval

Federal Investment

Derby	$2,460,000
Ansonia	2,768,000
Seymour	955,000
Beacon Falls	776,000
Naugatuck	1,397,000
Waterbury	7,223,000
Watertown/ Thomaston	235,000

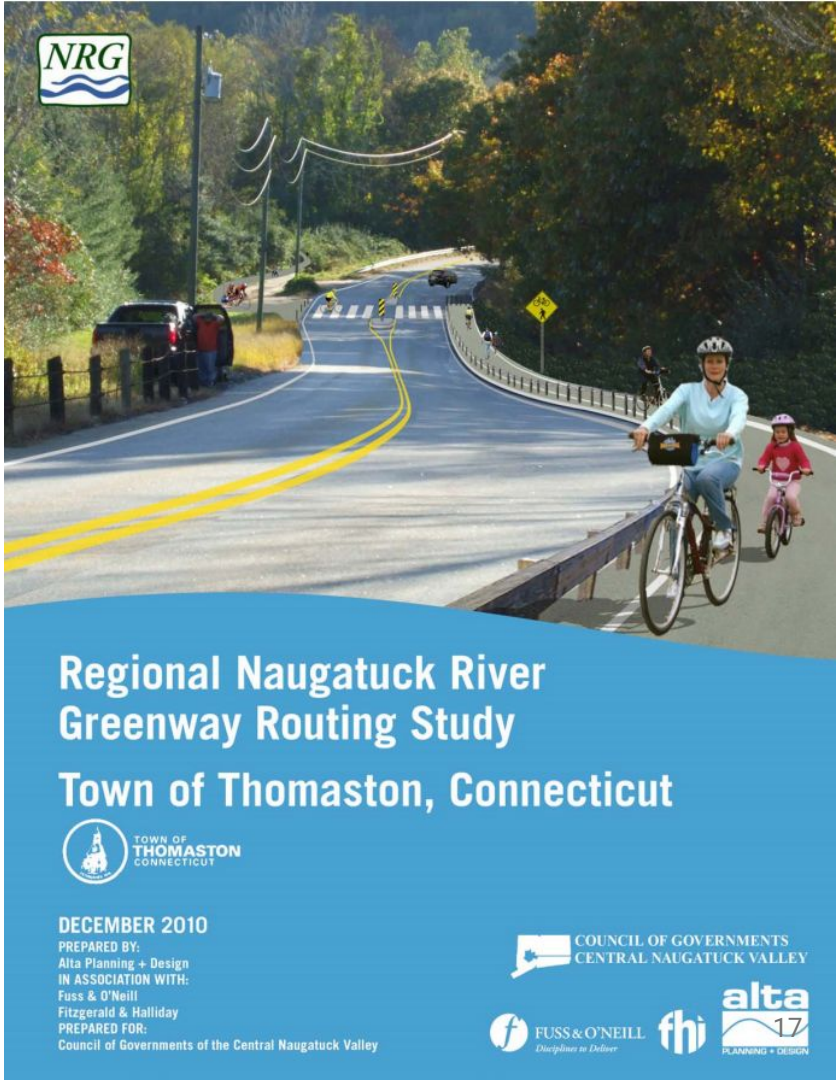
Total: +$15.8 million

2010 COGCNV Routing Studies

Looked at alignment and estimated construction costs - Publicly Vetted

Thomaston to Beacon Falls

Ended at Vista Picnic Area at Thomaston Dam - no investigation north of TD



2006 LHCEO NRG Assessment

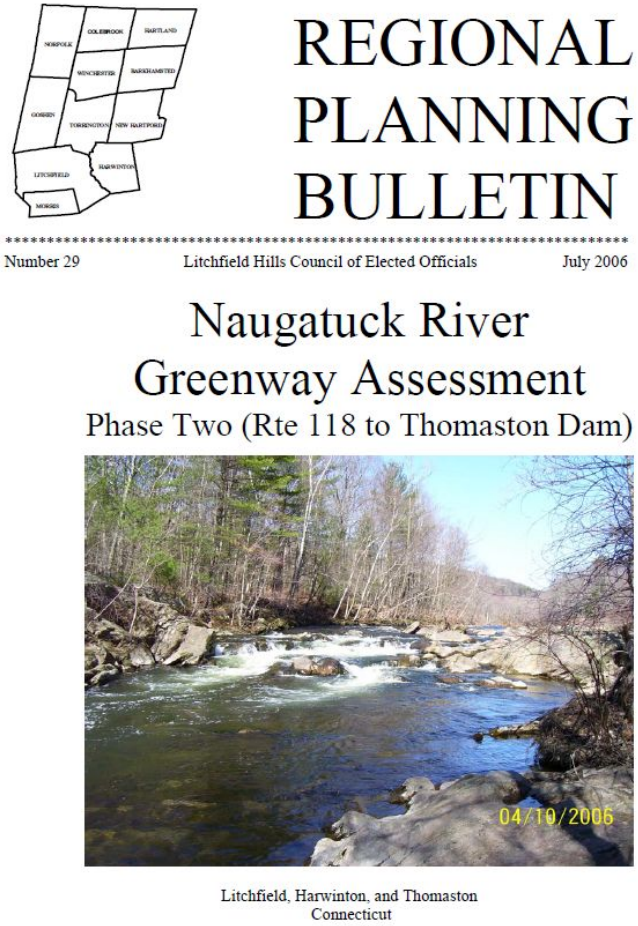
Route 118 to Thomaston Dam

Looked at

- natural resource management
- historic preservation
- public education
- passive recreational use

Trail Recommendations

- Promote existing USACE trails
- Investigate “footpath” on east bank of the river
- Assess crossing at Castle Bridge



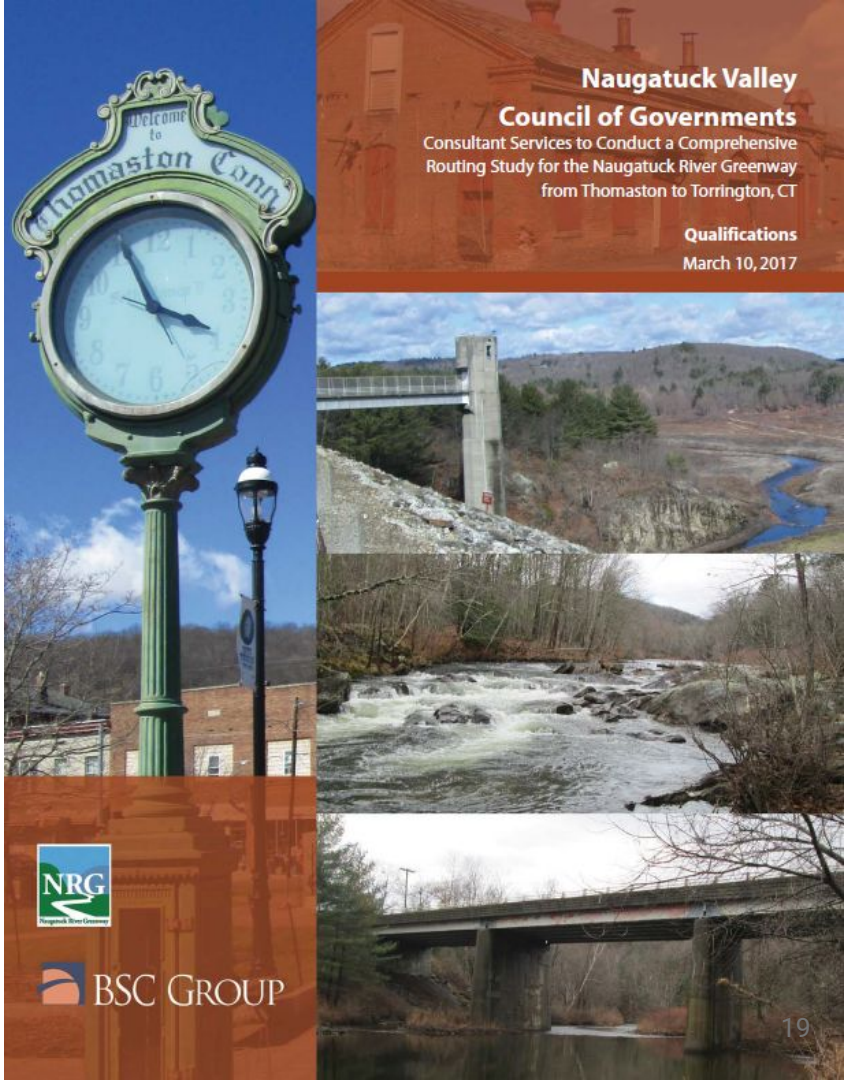
Thomaston to Torrington Comprehensive Routing Study

Currently underway with BSC Group

Funded by CT OPM Responsible Growth Grant and CT DOT/ FHWA

Looking at all potential routing options

GOAL: to establish a preferred route that is acceptable to all stakeholders and the public.



Thomaston Dam to Route 118

6.5 Miles

Thomaston Dam to Route 118

6.5 Miles

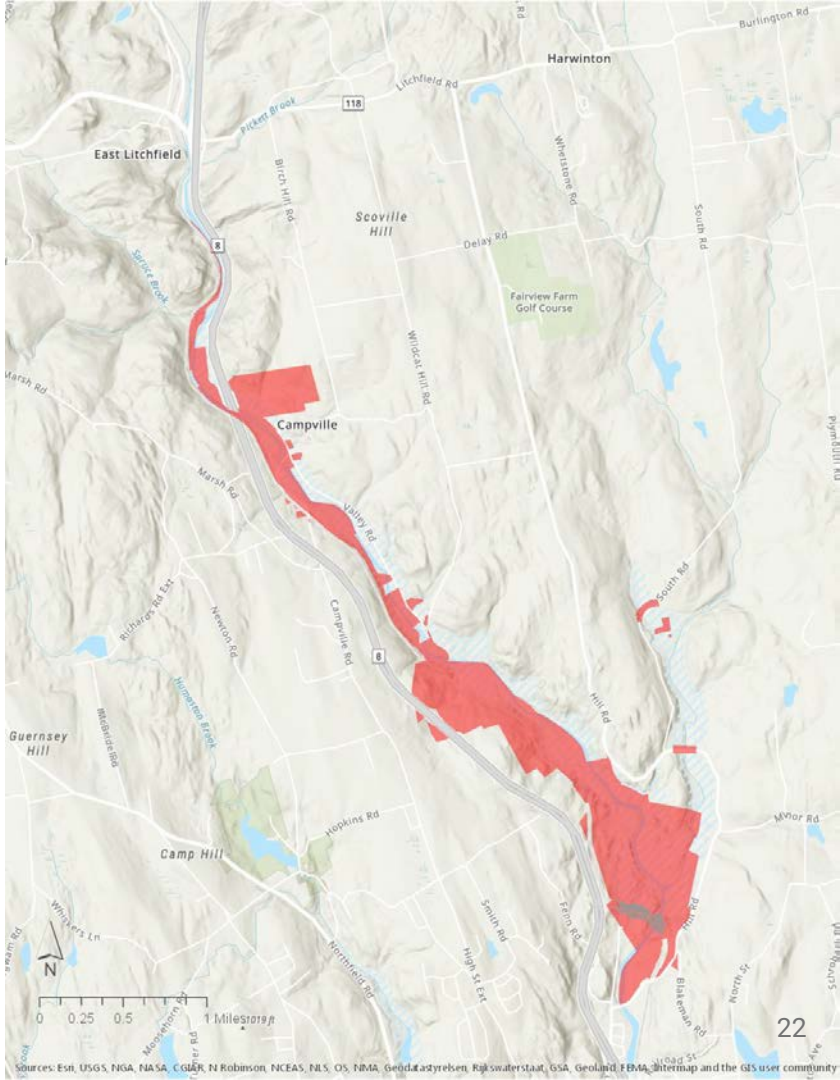
Thomaston Dam to Route 118

6.5 Miles

USACE owns riverfront for appx 6 miles

Not one clear route

Looking at all options - Preferred alignment will likely need to be some combination of the following:



Routing Overview
Rte 222/ Rte 118/ Local Roads

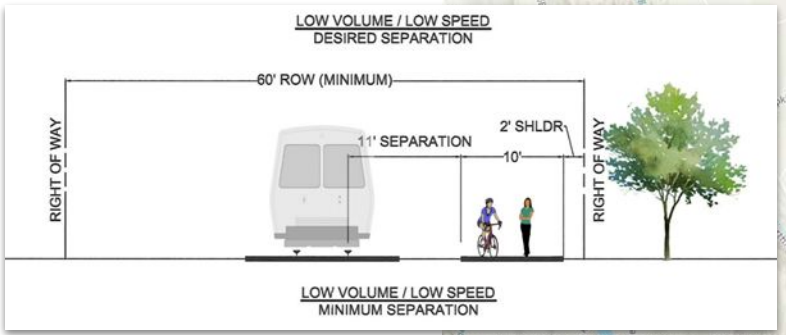
Pro
- ➔ Public ROW
- ➔ Out of impoundment

Con
- ➔ Narrow
- ➔ Separation
- ➔ On-Road
- ➔ Speeds

Routing Overview
Rail With Trail - Active Line

Pro
- ➔ State ROW
- ➔ Low Frequency
- ➔ Low Speed

Con
- ➔ Narrow
- ➔ Cross-slopes
- ➔ Safety
- ➔ Separation



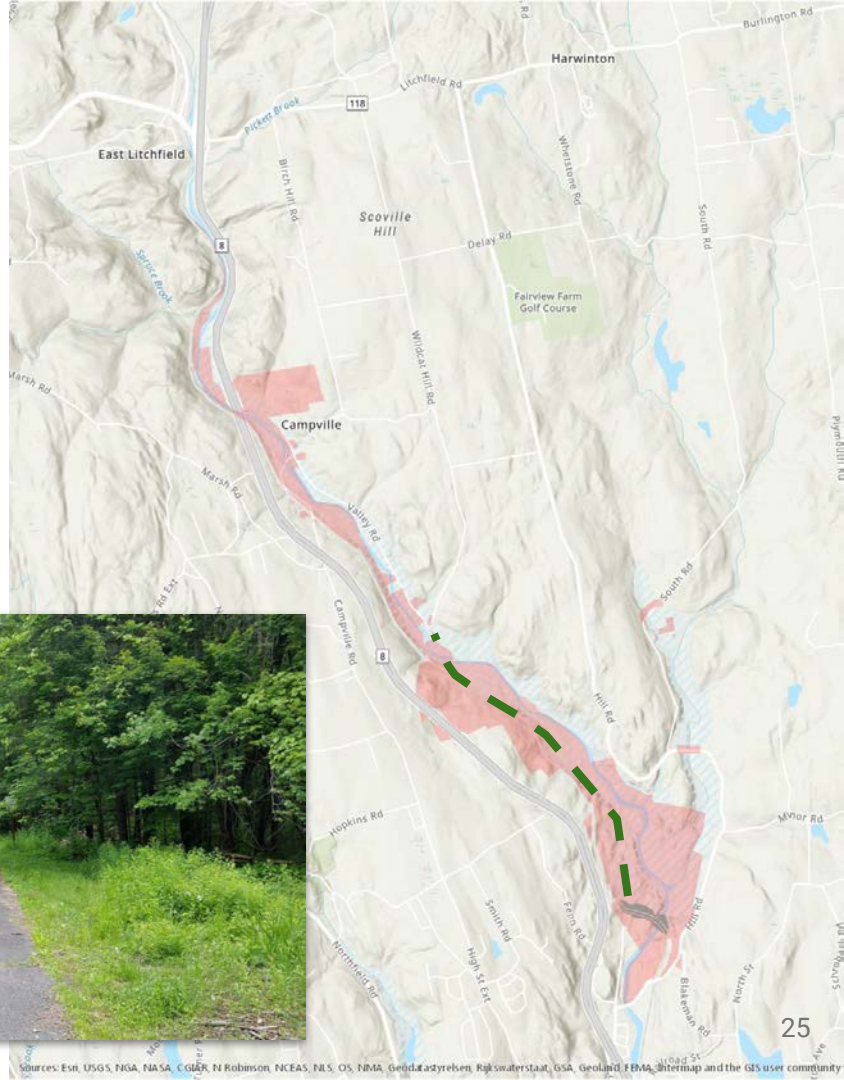
Routing Overview
Abandoned Route 8

Pro

- ➔ Little improvement needed
  - ◆ Signs
  - ◆ Striping

Con

- ➔ Conflicting Uses
  - ◆ Hunting
  - ◆ OHVs
- ➔ Flooding
  - ◆ 12 days/year
  - ◆ cleanup



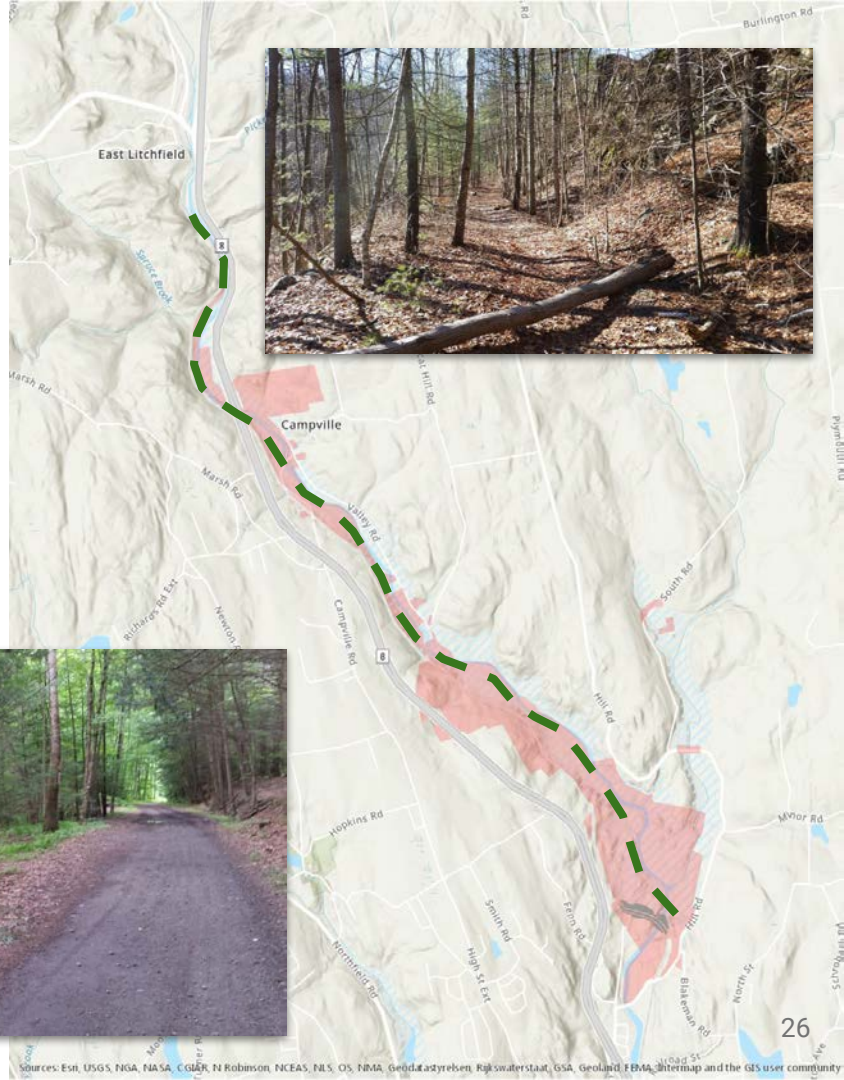
Routing Overview
Abandoned RR Bed

Pro

- ➔ Little improvement needed
  - ◆ Signs
  - ◆ Resurfacing

Con

- ➔ Conflicting Uses
  - ◆ Hunting
  - ◆ OHVs
- ➔ Flooding



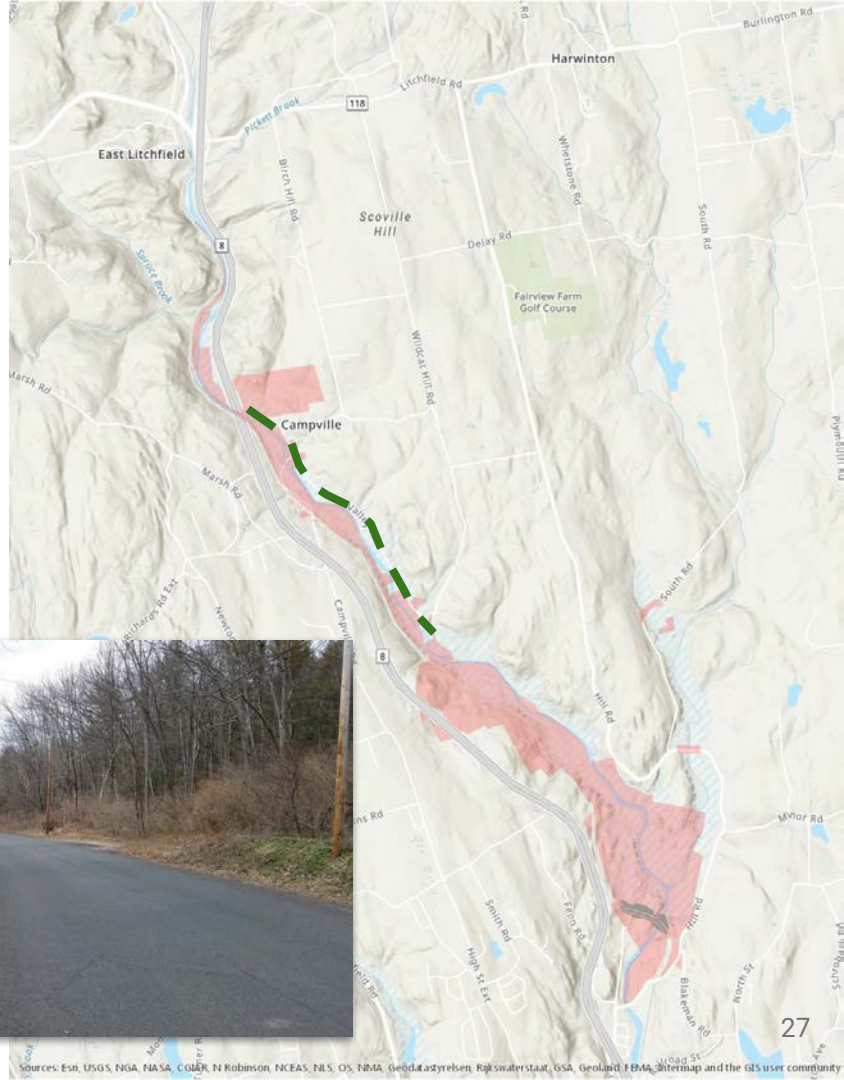
Routing Overview
Valley Road

Pro

- ➔ Very low volume
- ➔ “Shared Roadway”
- ➔ Little improvement needed
  - ◆ Signs
  - ◆ Striping

Con

- ➔ On-Road
- ➔ Motor Vehicle Conflict



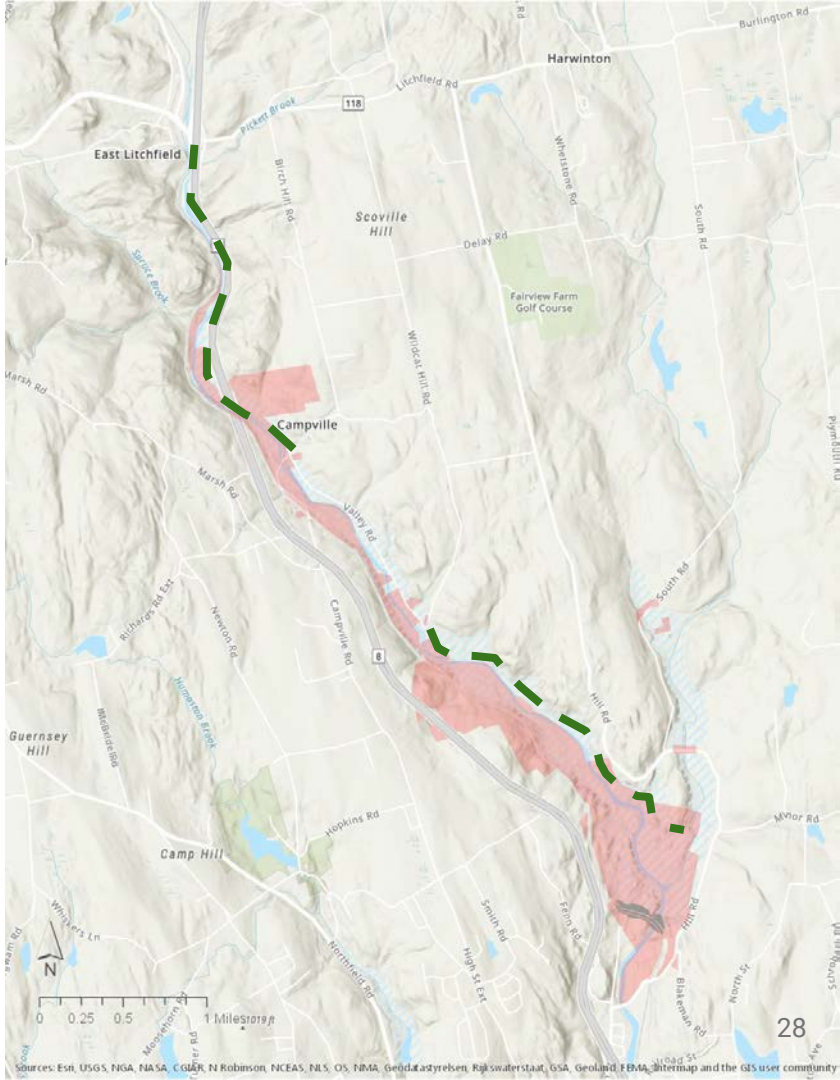
Routing Overview
East Bank

Pro

- ➔ Some existing roadways in Leadmine Area

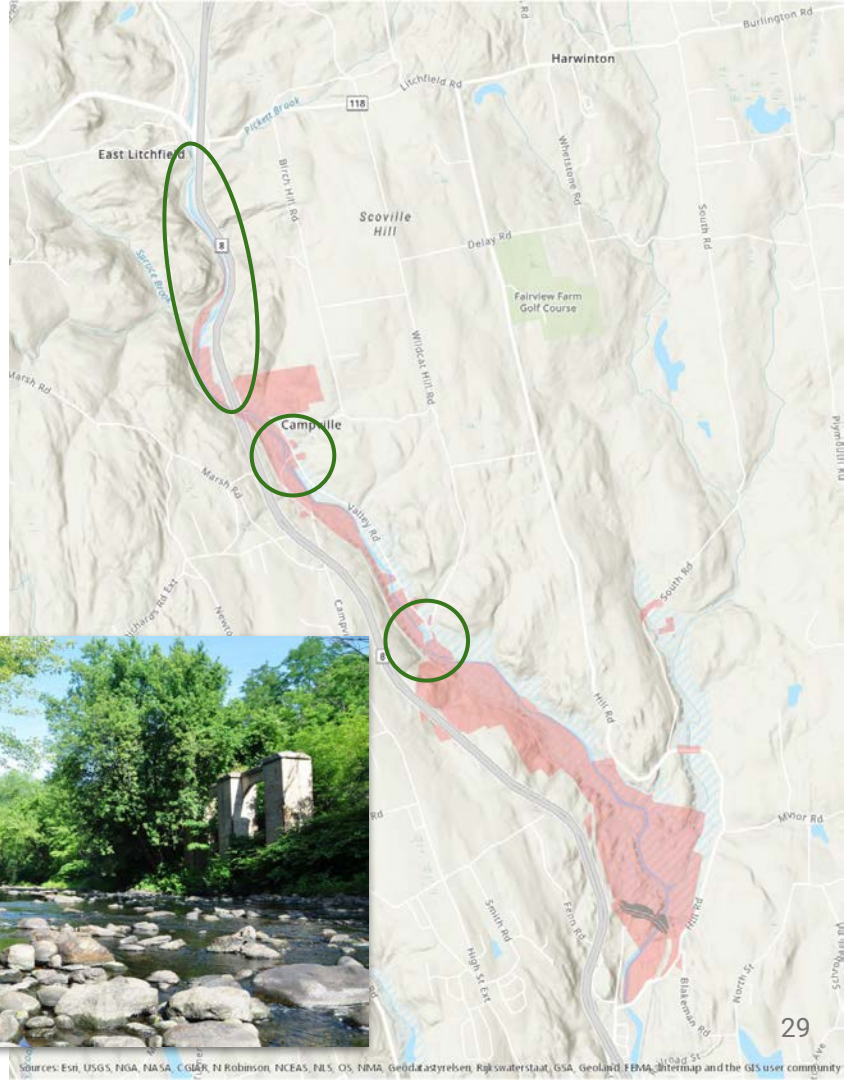
Con

- ➔ Private Property
- ➔ Steep Slopes/ Rugged Terrain
- ➔ Constructability



Routing Overview
River Crossings

- ➔ Campville Bridge
- ➔ Castle Bridge abutment re-use
- ➔ New crossings north of Route 8



Naugatuck River Corridor Impacts

If completed by 2031, the construction of the Naugatuck River Greenway Trail is estimated to have the following impacts on the area's economy:

Construction Cost

Annual Direct Spending

Estimated Annual Visits

Cumulative Health Impact

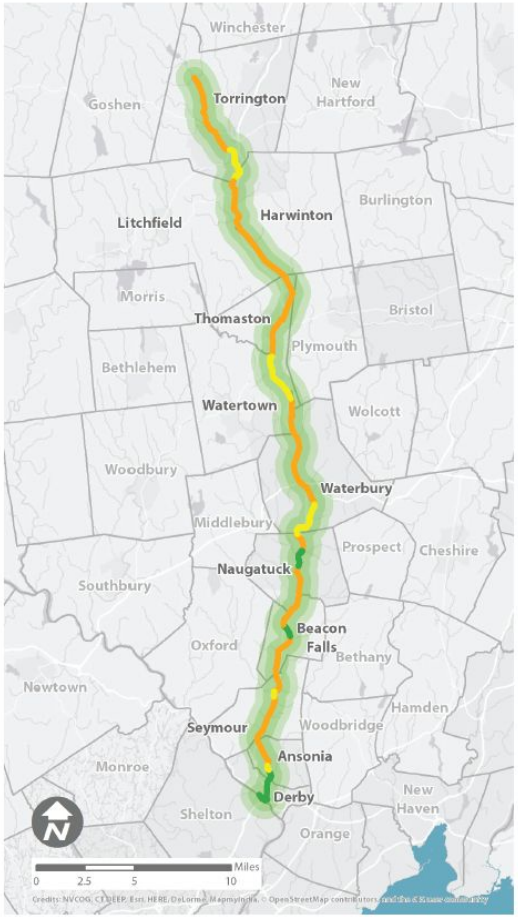
Employment in 2031

Annual Consumer Surplus

GDP in 2031

Personal Income in 2031

CORRIDOR TRAIL PLANNING



Towns of Litchfield & Harwinton Impacts

Based on completion of the total NRG trail, the portion of total trail economic impacts attributable to Litchfield and Harwinton's trail sections are estimated to be as follows:

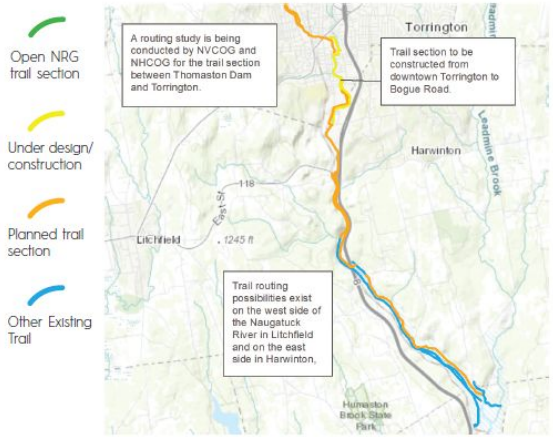
Construction Cost

Annual Direct Spending

Estimated Annual Visits

Cumulative Health Impact

TOWNS OF LITCHFIELD & HARWINTON TRAIL PLANNING



USACE Greenway Trails

J. Percy Priest Greenway
North Murfreesboro, TN
- ➔ WRDA $4.053M
- ➔ City responsible for O&M

The Colony Shoreline Trail
Lewisville Lake, Denton County, TX

Martis Valley Trail
Martis Creek Lake, Truckee CA

Considerations for Trails on Corps Land

Safety

➔ Who will patrol and ensure user safety?

Management

➔ Will there be an increase in active management?

Maintenance

➔ Who will maintain the trail?

Next Steps

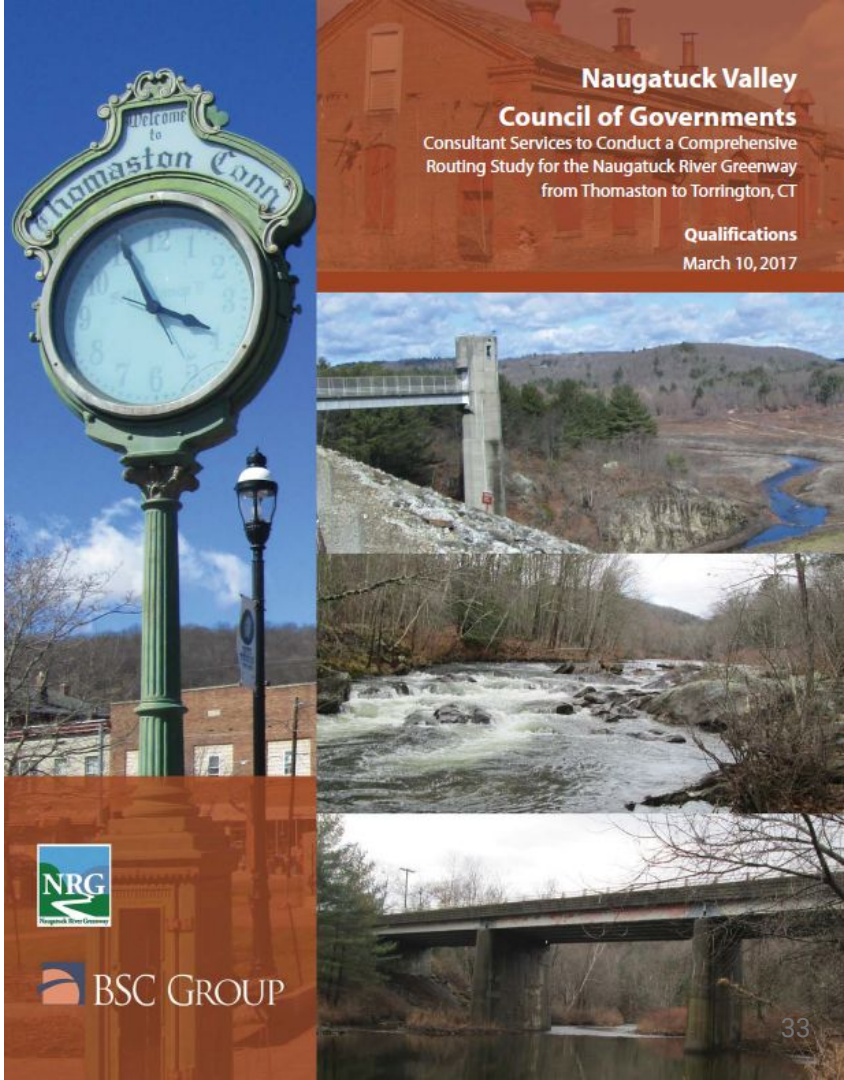
How can we get the USACE more involved with routing?

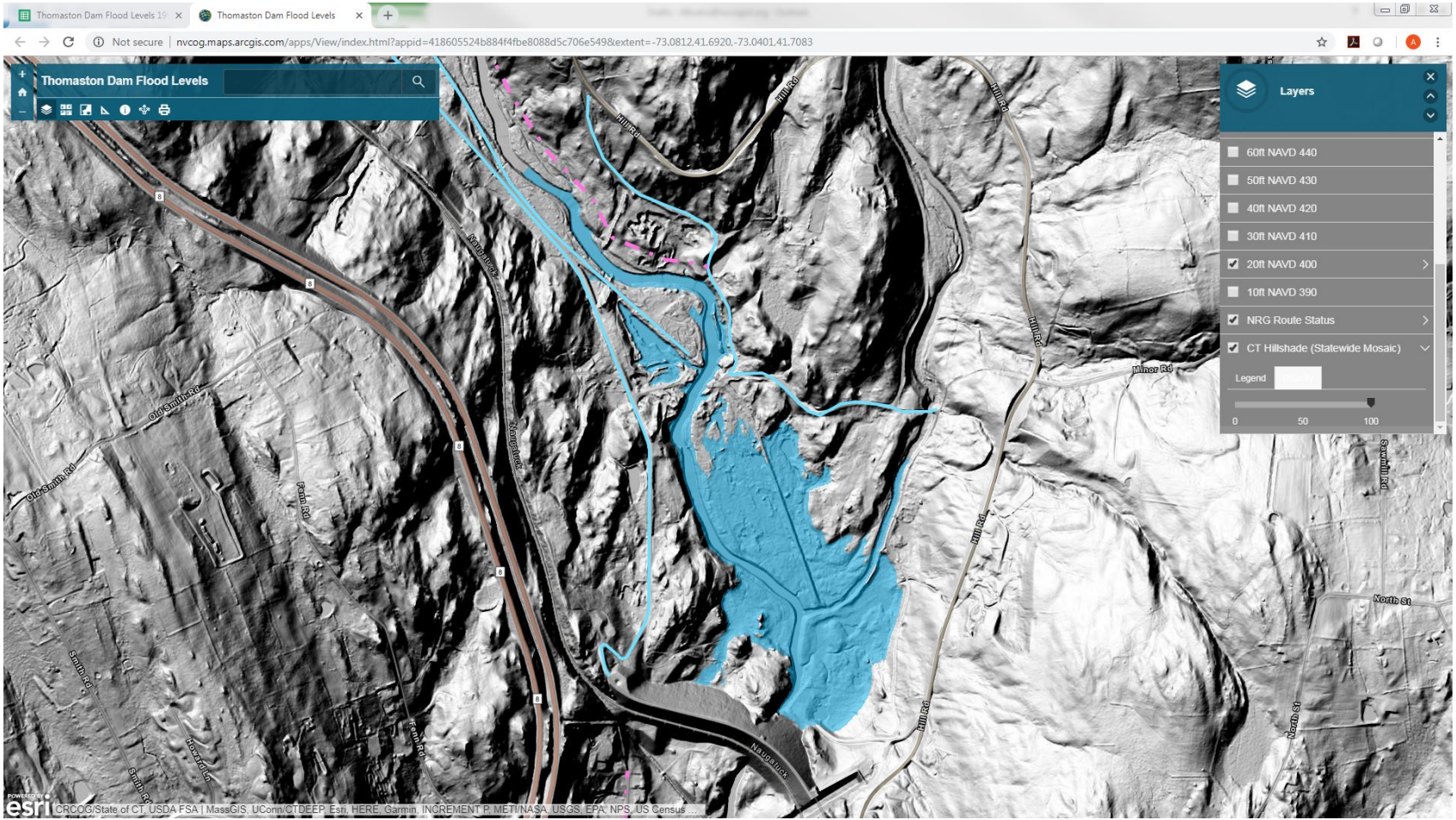
Are there additional funding opportunities to explore?

Specific programs that will facilitate?

Partnerships?

Public Relations Opportunities?





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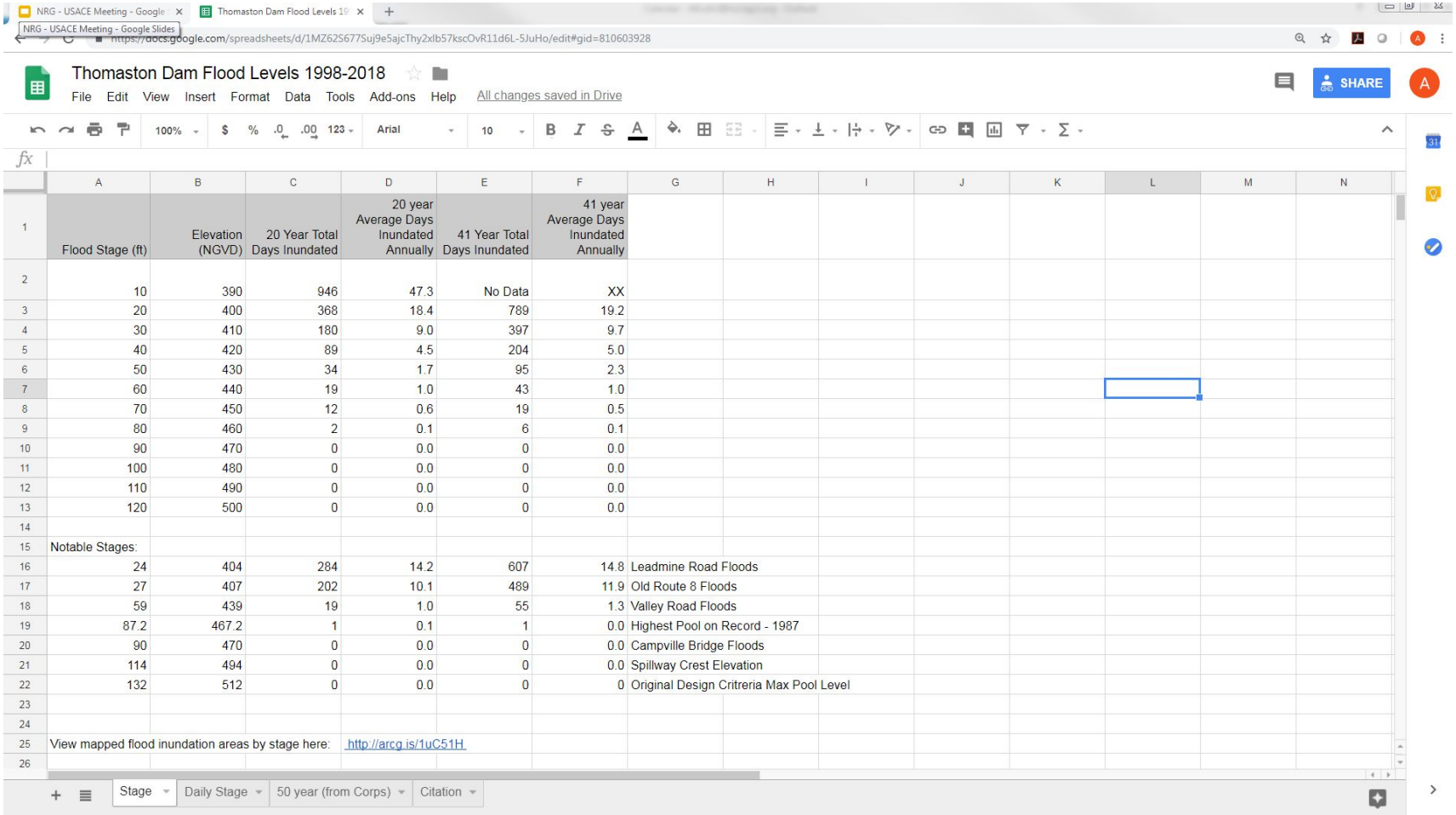

Thomaston Dam Flood Levels 1998-2018

Flood Stage (ft)	Elevation (NGVD)	20 Year Total Days Inundated	20 year Average Days Inundated Annually	41 Year Total Days Inundated	41 year Average Days Inundated Annually	
10	390	946	47.3	No Data	XX	
20	400	368	18.4	789	19.2	
30	410	180	9.0	397	9.7	
40	420	89	4.5	204	5.0	
50	430	34	1.7	95	2.3	
60	440	19	1.0	43	1.0	
70	450	12	0.6	19	0.5	
80	460	2	0.1	6	0.1	
90	470	0	0.0	0	0.0	
100	480	0	0.0	0	0.0	
110	490	0	0.0	0	0.0	
120	500	0	0.0	0	0.0	
Notable Stages:						
24	404	284	14.2	607	14.8	Leadmine Road Floods
27	407	202	10.1	489	11.9	Old Route 8 Floods
59	439	19	1.0	55	1.3	Valley Road Floods
87.2	467.2	1	0.1	1	0.0	Highest Pool on Record - 1987
90	470	0	0.0	0	0.0	Campville Bridge Floods
114	494	0	0.0	0	0.0	Spillway Crest Elevation
132	512	0	0.0	0	0	Original Design Critreria Max Pool Level
View mapped flood inundation areas by stage here:	http://arcg.is/1uC51H					

https://docs.google.com/spreadsheets/d/1MZ62S677Suj9e5ajcThy2xlb57kscOvR11d6L-5JuHo/edit?usp=sharing