



Naugatuck River Greenway Trail Project Priorities

March 2021



This document was compiled by the Naugatuck Valley Council of Governments using the best available information in March 2021. It was endorsed by the Naugatuck River Greenway Steering Committee on March 10, 2021.

The locations and details of the Naugatuck River Greenway Trail sections presented in this document can be explored in an interactive map located here: <https://arcg.is/Obiy89>

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Cover: The NRG Trail under construction in Torrington, 2019.

Overview

The Naugatuck River Greenway (NRG) trail is a planned 40+-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 constructed 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 (NRGSC) which consists of representatives of each municipality and many special interest groups along the future route of the NRG and is administered by the Naugatuck Valley Council of Governments.

Completed NRG Trail Sections

The following designated NRG Trail sections have been completed and are open to the public. More detail can be found in this document below in “NRG Trail Sections by Municipality”.

Torrington (Portion of TORR-3): A section of paved trail parallels the river atop of the flood control levee on the west bank between East Albert Street and Scoville Street. A stone dust trail extends along the east bank of the river from Palmer Bridge Road south past Toro Field. The City will be connecting the two trail segments along Scoville Street.

Watertown: (Adjacent to WTTN-1): A section of trail parallels the river adjacent to the new CT Transit Bus Maintenance Facility. The trailhead includes a comfort station and water fountain, and ample parking. The trail wraps around the bus facility providing numerous picturesque views of the river.

Naugatuck Greenway (NAUG-2): 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.

Beacon Falls (BEAC-2): A 0.5-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.

Seymour (SEYM-2): Seymour’s new section of NRG trail follows the river from Bank Street under Route 8 to the Paul Pawlak Sr. Bypass Channel and Park at Tingué Dam.

Ansonia Riverwalk (ANSO-2b & ANSO-3): The Riverwalk extends 0.8 miles from Pershing Drive south to Division Street, crossing over Waterbury Branch rail line and following the flood control levee to a park and gazebo at Division Street. Connects to the Derby greenway at Division Street.

Derby Greenway (DERB-2): 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. Connects to the Ansonia Riverwalk.

Active NRG Trail Construction Projects

These NRG Trail sections are funded and designed, and construction is underway or imminent. Details can be found in this document below in “NRG Trail Sections by Municipality”.

Torrington (Portion of TORR-3): The City will connect two open sections of trail along Scoville Street using local funds.

Thomaston (THOM-4): A section of trail has been fully designed connecting Old Waterbury Road around the WPCA facility to a new pedestrian bridge over Branch Brook. The town applied for LoTCIP funding for construction, awaiting approval by DOT.

Waterbury Phase I (WTBY-4): This section is fully designed, and funds (HPP and various sources) have been obligated. Construction is expected to begin in 2021.

Ansonia (ANSO-2a): Funded under the federal TA Program, this project will connect the NRG Trail to downtown and construct a parallel trail on the levee along the east bank of the Naugatuck River. Known locally as Riverwalk segments 3 and 4, construction on state project 02-128 is expected spring 2021.

Derby-Shelton Bridge Improvements (DERB-4): Renovation of the bridge connecting downtown Derby and Shelton has been design and contract awarded. The project will include bicycle and pedestrian improvements and will connect the NRG to the Shelton Riverwalk. Construction expected to commence in Spring 2021.

Regional Trail Section Project Prioritization

The NRGSC used the following criteria to assess and prioritize NRG Trail sections regionally:

Regional NRG Priorities are trail sections that have demonstrable local support, AND;

- connect two complete or soon to be complete sections of NRG Trail, OR;
- connect a complete or soon to be complete section of NRG trail with an important destination or population center, OR;
- require little investment or effort to complete (low-hanging fruit)

The NRGSC identified seven (7) trail sections that currently meet these criteria and should be considered regional NRG Trail Priorities. Details and descriptions of these can be reviewed in the discussion about route sections below:

- Torrington: TORR-2 (East Main Street/ Franklin to East Albert Street)
- Harwinton: LITC/HARW-3 (Campville Hill Road to Wildcat Hill Road)
- Watertown: WTTN-1 (Branch Brook Road to Frost Bridge Road)
- Waterbury: WTBY-3 (West Main Street to Eagle Street)
- Naugatuck: NAUG-1 (Naugatuck River Access Park to Pulaski Bridge)
- Beacon Falls: BEAC-3 (Route 42 to Toby’s Pond)
- Seymour/ Beacon Falls: SEYM-1/BEAC-5 (Toby’s Pond to Bank Street)

It should be noted that local conditions are changing all the time, and this list will change as sections are completed, additional routing is established, and as local desires and priorities evolve. The criteria above should be used to ensure that trail sections that meet the criteria are considered regional priorities, even if they are not listed explicitly, between updates of this document.

NRG Trail Section Details by Municipality

Trail Sections are summarized below by Municipality (organized north to south).

*denotes regional priority.

Torrington

The 2015 version of the NRG Priorities Document included now outdated plans to continue the NRG Trail through downtown to Stillwater Pond. The City has shifted their focus toward connecting the NRG to the Sue Grossman Still River Greenway as detailed in a 2019 routing study, and that effort is reflected in this document.

TORR-1 (Sue Grossman Trail to Franklin Street): While not officially part of the NRG Trail, this section is of critical importance to extend the reach of the NRG Trail into Winsted and beyond via the Sue Grossman Trail. The City of Torrington conducted a routing study in 2019 to determine a route to connect the Sue Grossman Trail to downtown Torrington and the future northern terminus of the NRG Trail on Franklin Street. The preferred route follows extant rail bed where possible, but also includes road adjacent trail along Winsted Road and Mason, John, and Water Streets.

Length: 4.7 miles

Estimated Cost: \$4,100,000

Status: Routed

***TORR-2** (Franklin Street to East Albert Street): 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. The City has conceptual plans for a trail on the east bank of the River crossing to the west side of the River and Fuessenich Park, following Park Avenue to East Albert Street and the section of trail south of East Albert Street completed in 2019. Temporary on-road sections may follow Franklin Drive and Oak Avenue to East Albert Street.

Length: 0.4 miles

Estimated Cost: TBD

Status: Routed

TORR-3 (East Albert Street to Toro Field): Portions of trail have been completed with a paved trail extending from East Albert Street to Scoville Street adjacent to the Senior Center, and a stone dust section of trail extending from Palmer Bridge Street to Toro Field, both completed in 2019. The City will connect the two sections along Scoville Street in 2021.

Length: 0.8 miles

Estimated Cost: TBD

Status: Active/ Partially Complete

TORR-4 (Toro Field to Bogue Road): A compacted stone dust and gravel portion of trail extending south of Toro Field to just north of the WPCA facility has been completed, and design has been conducted to extend the trail south following the River and flood control structures around the WPCA facility to Bogue Road.

Length: 1 mile

Estimated Cost: TBD

Status: Designed/ Partially Complete

Litchfield/ Harwinton

The Naugatuck River delineates the border between Litchfield and Harwinton, the only instance along the river's course where this is the case. Since the trail's route will likely include parts of both towns, they will be presented together in this document. Routing between Bogue Road at the Torrington City line and Thomaston was outlined in the [Naugatuck River Greenway Trail Thomaston to Torrington Routing Feasibility Study Report](#) published in 2020. Trail alignment details and phasing recommendations can be found in that report.

LITC/HARW-1 (Bogue Road to Thomaston Road Park and Ride): The preferred route in the 2020 routing study follows the River on the east bank south of Bogue Road atop a berm separating the O&G materials processing plant from the River, then crossing the River on a new pedestrian bridge to the Park-and-Ride lot on Torrington Road. This lot is underutilized and would serve as a trailhead parking area.

Length: 1 mile

Estimated Cost: \$3,472,000

Status: Routed

LITC/HARW-2 (Thomaston Road Park-and-Ride to Campville Hill Road): The preferred route follows the west bank of the River under Route 118 to the former location of the East Litchfield Train Station, then crosses to the east bank on a new pedestrian bridge, then crosses the river twice more to avoid pinch points between the rail, River, and Route 8, and to avoid impact to the off-highway vehicle (OHV) area at Thomaston Dam. The route passes under Route 8 and follows a portion of Old Route 8 on US Army Corps of Engineer property to Campville Hill Road.

Length: 2.4 miles

Estimated Cost: \$10,442,720

Status: Routed

***LITC/HARW-3** (Campville Hill Road to Wildcat Hill Road): The preferred route in this section follows Valley Road as a on-road, shared use facility. The very low traffic volume makes the roadway an ideal candidate for using it for both motorized and non-motorized traffic. Only minor improvements would be needed to accommodate all users and designate Valley Road as a shared-use facility. Proper signage indicating that motorists are likely to encounter cyclists and pedestrians, reduced and well-marked

speed limits, and roadway markings are among the potential low-cost improvements to improve user safety. This section was viewed as “low hanging fruit” due to the low cost and ease of implementation of recommended improvements.

Length: 1.5 miles

Estimated Cost: \$28,000

Status: Routed

LITC/HARW-4 (Wildcat Hill Road to Vista Picnic Area at Thomaston Dam): The preferred routing alternative is to follow the abandoned Old Route 8 roadbed onto USACE property from Valley Road at the intersection of Wildcat Hill Road, following the abandoned roadbed to the location where Route 8 once crossed the River. The piers that once supported Castle Bridge would be used to support a new pedestrian structure over the Naugatuck River, with the trail then following the Old Route 8 roadbed through the multi-use recreation area managed by the USACE to the Dam. The former roadbed would be rehabilitated and reconfigured to separate walkers and bicyclist from OHV riders. The trail will cross along the top of the dam on the existing access road as an on-road shared use facility, connecting to the Vista Picnic Area. Low traffic volume and low travel speed make the use of the access road on the Dam as a shared facility feasible.

Length: 2.8 miles

Estimated Cost: \$3,550,000

Status: Routed

Thomaston

Trail routing through Thomaston south of Thomaston Dam was originally developed in a 2010 routing study. That routing was revisited in the [Naugatuck River Greenway Trail Thomaston to Torrington Routing Feasibility Study Report](#) published in 2020. Trail alignment details and phasing recommendations can be found in that report.

THOM-1 (Vista Picnic Area at Thomaston Dam to East Main and Elm Streets): The preferred alternative between the Vista Picnic Area and Elm Street will travel through the wooded area to the south of the picnic area, crossing the active rail line on a new pedestrian bridge, between high rock cuts on either side of the rail. It will continue as an off-road bidirectional trail connecting to an existing USACE access road, then paralleling Route 222 to a crossing with good sight lines. The trail will cross Route 222 and skirt wetlands through the commercial property at 60 Hill Road to the toe of slope of the railroad embankment. The trail will follow the toe of slope south, crossing an existing culvert and following to the east of the driveway to the two residential properties on Railroad Street Annex. The trail will then turn west, following Railroad Street Annex as a shared use roadway and turning south into the Plume and Atwood property along the access drive. The trail will follow the River through the Plume and Atwood property, then cross the Naugatuck River on the westbound side of the existing East Main Street Bridge.

Length: 1.7 miles

Estimated Cost: \$4,317,000

Status: Routed

THOM-2 (East Main and Elm Streets to Watertown Road): The preferred route follows Elm Street from East Main Street to Maple Street, making use of the existing sidewalks for pedestrians. Cyclists will be accommodated on Elm Street with the elimination of on-street parking and addition of bike lanes. The preferred route turns east at Maple Street with a separated bidirectional path between Maple Street and the Seth Thomas Building parking lot. The trail will follow along the back edge of the Seth Thomas parking lot, following the rear of the lot toward Northfield Brook. A new pedestrian bridge will carry the trail over Northfield Brook, following the top of the riverbank behind Thomaston Ambulance and the firehouse. The trail will continue south, behind the self-storage facility at 401 McMahan Drive, and behind the CTDOT District IV office, then follow along the top of the bank behind businesses on South Main Street. The route then turns along the toe of slope to the Route 8 southbound Exit 38 offramp, connecting to the sidewalk network on South Main Street.

Length: 1.2 miles

Estimated Cost: \$1,606,400

Status: Routed

THOM-3 (Watertown Road to Old Waterbury Road Trailhead): The preferred route will begin in the north, with a crosswalk and new pedestrian crossing phase added to the signal at the end of the Route 8 southbound Exit 38 off ramp. The trail will then pass in front of the car dealership at 59 Waterbury Road as a separated, bidirectional path. There is room on the paved median between the road and dealer parking to fit a trail with minimal disruption to the parking area. The trail will then follow Waterbury Road with a new crosswalk and signal improvements at the Route 8, Exit 38 northbound on-ramp to follow under the Route 8 overpass. The trail will then leave Waterbury Road to follow an access road south of the CT DOT salt shed, connecting to the abandoned trolley bed that passes under Reynolds Bridge. South of Reynolds Bridge, the trail will follow the River behind businesses and residences on Old Waterbury Road, then follow between the road and the River south, crossing Old Waterbury Road to the trailhead that is designed and set for construction.

Length: 1 mile

Estimated Cost: \$2,100,000

Status: Routed

THOM-4 (Old Waterbury Road to Branch Brook Crossing): This short section is located on town-owned land adjacent to the town's Animal Control facility, the wastewater treatment plant, and the transfer station. It will extend about 1,200 feet from a small parking lot on Old Waterbury/ York Road to a new bridge to be installed over Branch Brook. The project will include a trailhead and parking lot. It was determined that it was not cost effective to rehabilitate the existing trolley bridge. As an alternative, the project will install a prefabricated bridge at a new location north of the Trolley Bridge. This section was completely designed under a Federal Recreational Trails grant, and the town has applied for LoTCIP

funding. CT DOT has expressed concerns about the lack of a logical termini, and Watertown responded by also applying for LoTCIP funding, see below.

Length: .2 miles

Estimated Cost: \$594,000

Status: Designed, awaiting CT DOT approval of construction funding through LoTCIP.

Watertown

Routing through Watertown was developed in a 2010 Regional Naugatuck River Greenway Routing Study conducted by COGCNV (an NVCOG predecessor). [The Watertown Routing Report](#) details the route and alternatives summarized below.

***WTTN-1** (Crossing of Branch Brook to Frost Bridge Road): This section is generally located along an existing, unpaved access road between the Route 8 Expressway and the state-owned Naugatuck Railroad track. The trail would be built over the alignment of a main water line operated by the Waterbury Water Authority. There has been substantial coordination with the Water Authority to secure their support for the project and ensure the trail project does not negatively impact the water main. The rail line is currently used as a scenic railroad by the Railroad Museum of New England, which operates a scenic tourist train. The Naugatuck Railroad also operates freight trains on the line occasionally. The property is controlled by the CTDOT but there is defined easement for the water main. There are a few privately owned parcels within the project corridor, but all are essentially inaccessible, and none are buildable. The trail section ends at Frost Bridge Road (State Route 262). A new CT Transit Bus Maintenance Facility was recently built at the site. As part of that project, a section of the trail was constructed around the facility and along the Naugatuck River and including a trailhead, comfort station, and parking lot. The Town of Watertown has a commitment from the owner of the adjacent recycling plant to build the trail around its facility ending at about the railroad track. The Town was also granted a permanent floating easement for a public access trail on property that extends from the recycling facility north between the river and the railroad tracks.

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. That project has been completed. The Town submitted an application for LoTCIP funds to construct the section of trail. The application is under review by the CTDOT; approval pending. In addition, the Town has completed survey work to identify the location of the water main and initiated preliminary design.

Length: 2.4 miles

Estimated Cost: \$1,847,000

Status: Some Design, awaiting CT DOT approval of construction funding through LoTCIP.

WTTN-2: (Frost Bridge Road to Waterbury City Line): This trail section will extend south on the east side of the Naugatuck Rail Line, moving closer to the river where feasible, then crossing the river on a new

pedestrian bridge near the Waterbury City Line. An alternate routing proposed in the 2010 report follows Route 262 and Waterbury Road south to the City Line.

Length: 0.7 miles

Estimated Cost: \$917,000

Status: Routed

Waterbury

Routing for the NRG Trail through Waterbury was originally established in the [Waterbury Naugatuck River Greenway Routing and Feasibility Study](#) published by the Waterbury Development Corporation in 2010.

WTBY-1 (Watertown Town Line to Huntington Avenue): Generally, follows an alignment between Thomaston Avenue and the River to Waterbury Industrial Commons, then follows along the floodwall behind industrial buildings, then along Chase River Road to Huntington Avenue. Access to potential open space on the west side of the river can be achieved by rehabilitating an existing bridge structure that crosses the river approximately three-quarters of a mile upstream of the Huntington Avenue Bridge.

Length: 1.7 miles

Estimated Cost: Portion of \$11,900,000 (combined with WTBY-2)

Status: Routed

WTBY-2 (Huntington Avenue to West Main Street): South of Huntington Avenue, trail development options exist on both east and west banks. A route on the east bank would require a new pedestrian bridge from the east bank to the west bank of the Naugatuck River north of Hancock Brook. Otherwise, the trail would cross the River on the Huntington Avenue Bridge, then continue south between Route 8 and the River to just north of Steele Brook. A pedestrian span would cross back to the east bank in the vicinity of an existing rail bridge. The trail will then follow the east bank south to West Main Street behind commercial buildings on Thomaston Avenue.

Length: 2.4 miles

Estimated Cost: Portion of \$11,900,000 (combined with WTBY-1)

Status: Routed

***WTBY-3** (West Main Street to Eagle Street): Also known as Waterbury Phase II or Phase I extension locally. Additional [conceptual design](#) was developed by the City as part of its application for the TIGER grant program. The City did receive funding for that project, but it did not include funding to construct the NRG Trail section. The trail will cross the River on the West Main Street Bridge and follow between Route 8 and the River to Freight Street where it will cross back to the east bank on the existing bridge. The trail will then follow the east bank along the industrial building on Freight Street, then under the Route 8 and I-84 interchange and through a proposed river-front park, then under the rail along the newly developed Jackson Street to Bank Street. Crossing Bank Street, the trail will generally follow

behind industrial properties along the east bank of the River, and through the Anamet site, the redevelopment of which is expected to include the NRG Trail as a waterfront feature. The trail will cross, then follow along the eastbound side of Washington Avenue, crossing the Mad River. The trail will then follow the bank of the Mad River back to the bank of the Naugatuck and follow it behind industrial properties to South Main street, ending at Eagle Street. Additional, more direct connections to the Waterbury Train Station and a pedestrian bridge over Meadow Street to Library Park have been proposed.

The TIGER grant did fund bicycle and pedestrian improvements to Freight and Meadow Streets which have been completed including a separate cycle rack along Freight Street that will connect the NRG trail to downtown Waterbury and the train station.

Length: 2.1 miles

Estimated Cost: \$8,600,000

Status: Some Design

WTBY-4 (Eagle Street to Naugatuck River Access Park on Platts Mills Road): Also known locally as Waterbury Phase I. This section has been fully designed and funded for construction with various federal state and local sources. Beginning at Eagle Street, the trail will follow South Main Street, with one southbound lane of the 4-lane road being removed to make room for the trail. The trail will cross South Leonard Street and pass behind businesses before rejoining South Main and following it to a designed park at the corner of South Main Street and Platts Mills Road, where parking and amenities are planned. The trail will then follow along Platts Mills Road to the City Line. Funding has been obligated, and construction is set to begin in 2021.

Length: 1.8 miles

Estimated Cost: \$6,400,000

Status: Active – Construction beginning in 2021

Naugatuck

NRG Trail Routing was conducted in 2010 as part of the COGCNV Naugatuck River Greenway Routing Study. Route details can be found in Naugatuck's [routing report](#).

***NAUG-1** (Naugatuck River Access Park to Pulaski Bridge): 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. It will connect the section currently being constructed in Waterbury with an existing trail section in Naugatuck. This alignment will likely require the construction of a new structure to span the Naugatuck River in the vicinity of the Naugatuck River Access Park. 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. Due to the expense and difficulty of constructing such a structure, it has also been suggested that the Waterbury and Naugatuck should consider the alternative of traversing the very steep slope between the Rail and River south of Bristol Street, and cross the river

on the existing Bristol Street Bridge. In either case, continuing south, the trail will follow a path between the rail line and River to the existing Pulaski Pedestrian Bridge. Because commuter, passenger service operates on the line, the trail's alignment will be carefully designed to provide safe separation from the rail line and ensure train service is not disrupted. Measures include: 25-foot setback between the rail and the trail, unencumbered access for service and emergency vehicles, and security fencing. Where in close proximity to the rail, the trail would be physically separated for safety. The Borough of Naugatuck has applied for funding through several programs including a 2019 application for federal Transportations Alternatives funds. This application is currently being reviewed by the CTDOT.

Length: 1.4 miles

Estimated Cost: \$3,000,000

Status: Routed

NAUG-2 (Pulaski Bridge to Maple Street): This section of trail is complete and open to the public. The Trail crosses the Pulaski foot bridge over the Naugatuck River to the east bank, and follows south between the River and Route 8, through Linden Park where there is parking and river access. South of Linden Park, the trail follows a sidewalk built along an elevated section of Route 8 to a pocket park at the corner of the Route 8 SB Exit Ramp and Maple Street.

Length: 1.0

Status: Complete

NAUG-3 (Maple Street to Breen Field): This trail section will connect Maple Street to Breen Field behind commercial and residential properties and will include a connection to Route 63. Breen Field will be a recreational destination and trailhead. Naugatuck has applied for and been approved for LoTCIP funding and has committed to the full design of the Project.

Length: 0.5 mile

Estimated Cost: \$3,236,000

Status: In Design

NAUG-4 (Breen Field to Beacon Falls Town Line): This section of trail will require a new pedestrian bridge to cross the Naugatuck River from Breen Field to the west bank. The trail will then follow between the Rail and River south taking advantage of abandoned trolley bed and access roads where possible. The trail would be separated from the rail line for safety and to ensure rail service is not impact or interrupted and allow access for maintenance and emergencies. The trail will cross back to the east bank in the vicinity of the Route 8 SB Exit 25 exit ramp, following the ramp south to Cross Street. Crossing under Route 8 along Cross Street, the trail will follow south along the NB Exit ramp connecting to the existing trail that follows the old route 8 roadbed south to the Beacon Falls Town Line.

Length: 1.2 miles

Estimated Cost: \$2,744,000

Status: Routed

Beacon Falls

Routing through Beacon Falls was developed in a 2010 Regional Naugatuck River Greenway Routing Study conducted by COGCNV (an NVCOG predecessor). The [Beacon Falls Routing Report](#) details the route and alternatives summarized below.

BEAC-1 (Naugatuck Town Line to Main Street): Uses old roadbed of Route 8 from Cross Street which ends at a “bump out” sheer blasted cliff for the current Route 8. The 2010 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 Trail section.

Length: 1.8 miles

Estimated Cost: \$2,744,000

Status: Routed

BEAC-2 (Main Street to Route 42): A paved tree lined path was constructed by implementing a road diet along Main Street (old route 8) and repurposing it for pedestrian use. The trail currently extends south along Main Street to Route 42.

Length: 0.7 miles

Status: Complete

***BEAC-3** (Route 42 to Toby’s Pond): Several alternatives have been proposed to connect the existing trail in Beacon Falls to Toby’s Pond. Continuing the road diet along Route 42 by taking one southbound lane has been suggested as one approach to accommodate a separated multiuse path. The extended trail could connect to the existing multiuse path in Riverbend park. From Riverbend Park, the trail could continue along Route 42, with the Route 42 Bridge over the Naugatuck River potentially carrying a cantilevered trail over the River. Alternate routes on the west bank of the river would require a new pedestrian bridge to connect the east and west sides of the River. A narrow reach of the Naugatuck River north of Route 42 could be a good location a new structure connecting Riverbend Park to the west bank. The trail would then pass under Route 42 between the rail and river and enter Toby’s Pond. While not improved, there are existing foot trails around Toby’s Pond. These could be upgraded to accommodate multiple users.

Length: 1.1 miles

Estimated Cost: \$3,236,000

Status: Routed

BEAC-4 (Route 42 to Route 67): This alternate route was developed as part of a concept for a new road connecting Route 42 and Route 67 west of the Waterbury branch line on vacant, private parcels. The

concept included a road-separated path located within a 22-foot right-of-way, consisting of a 10-to-12 foot paved trail with five-foot shoulders and clear zones on each side of the trail.

Length: 2.2 miles

Estimated Cost: \$3,200,000

Status: Concept – No Routing

BEAC-5 (Toby's Pond to Seymour Town Line): The Towns of Beacon Falls and Seymour submitted a joint application for the federal Transportation Alternatives set aside program in 2019 to fund a project that would connect Toby's Pond to downtown Seymour. The portion in Beacon Falls would begin at Toby's Pond and follow south between the rail and River south to the town line. Proper separation from the rail would be required for safety and to ensure uninterrupted rail service. TA Projects are currently being reviewed by DOT.

Length: 1.2 miles

Estimated Cost: Portion of \$3,045,000 (combined with SEYM-1)

Status: Routed. TA proposals under review at DOT.

Seymour

Some trail development and routing has taken place in Seymour. The town conducted a Greenway Master Plan in 2013 that included trail routing and concept plans for a loop in downtown on both sides of the River between Broad Street and Bank Street, and a portion of that loop has been completed. A concept for a trail north from downtown to Beacon Falls was developed as part of a grant application in 2019. Routing south to Ansonia has not been established.

SEYM-1 (Beacon Falls Line to Bank Street): The Towns of Beacon Falls and Seymour submitted a joint application for the federal Transportation Alternatives set aside program in 2019 to fund a project that would connect Toby's Pond to downtown Seymour. Seymour's portion of that trail would begin at the town line and follow between the rail and River, with proper separation between the trail and rail to ensure safety and uninterrupted rail service. Where space permits, the trail would move away from the rail to follow the riverbank more closely, with portions potentially built in the flood plain. the trail will then pass under the existing Waterbury Branch rail bridge which crosses the Naugatuck River, and connect to an existing sidewalk along Franklin Street, connecting to downtown.

Length: 1.3 miles

Estimated Cost: Portion of \$3,045,000 (combined with BEAC-5)

Status: Routed. TA proposals under review at DOT.

SEYM-2 (Bank Street to Pawlak Park/ Wakely Street): This section extends from Bank Street (Route 67) at the southbound on-ramp to Route 8 to the Tingle Dam Fishway Park. The trail is aligned adjacent to the on-ramp and was built on state-owned right-of-way. It ends at the parking lot for the park and provides access to the Downtown Seymour area. Lights were installed as part of the project, and it

connects to a riverside walkway constructed as part of the Tingue Dam Fish Bypass at Pawlak Park. The trail opened in 2018 and was funded under the federal TAP Program.

Length: 0.3 miles

Status: Complete

SEYM-3 (Pawlak Park/ Wakely Street to Ansonia Town Line): As part of the 2013 Greenway Master Plan, a concept for a pedestrian bridge over the Naugatuck River upstream of Broad Street connecting to a park at the corner of River Street and Broad Street was developed. From that park, a section of trail was routed on the west bank of the Naugatuck River, passing under the existing Broad Street bridge, where routing ended. Between that point and the Ansonia town line, no routing has been established. This section of corridor is geographically constrained with Route 8 and various residential properties close to the River on the west bank, and the Waterbury Branch rail line close to the River on the east bank. This segment may require aligning the NRG trail farther away from the River.

Length: 2.6 miles

Estimated Cost: TBD

Status: No Routing

Ansonia

The City of Ansonia developed the Ansonia Riverwalk Master Plan that characterized a loop trail on both banks of the Naugatuck River atop flood control levees. The City has completed a section of trail between Pershing Drive and Division Street on the west bank and has designed and received TA program funding to construct portions of trail on the east bank of the River. The City is currently conducting a routing study north of downtown.

ANSO-1 (Seymour Town Line to NRG at Pershing Drive): This section of River corridor is constrained with Route 8 and the Waterbury Branch rail line tight to the west and east bank of the River, respectively, for much of the corridor. A concept for a bypass road between downtown and Route 8 at Exit 19 could provide an opportunity for inclusion of a road separated trail. The City received a Recreational Trails grant to conduct a routing study to investigate this section of trail. This study is currently underway.

Length: 1.5 miles

Estimated Cost: TBD

Status: Routing Underway

ANSO-2a (Bridge Street to Main Street): This concept for this trail spur connecting the NRG Trail to downtown Ansonia and developing a parallel trail on the East bank atop the flood control levee adjacent to downtown was proposed in the Ansonia Riverwalk Master Plan. The City received TA program funding to construct segments 3&4 of that plan. Design is complete and construction is expected to begin in 2021.

Length: 0.8 miles

Estimated Cost: \$1,000,000

Status: Active – Construction expected 2021

ANSO-2b (Bridge Street to Waterbury Rail Line Crossing): Ansonia opened a short section of trail including a pedestrian bridge over the Waterbury Branch rail line in 2018. That project, funded by the TA program as State Project 02-125, and known locally as Riverwalk Segment 8, connected Pershing Drive and the sidewalk network to an existing section of NRG Trail.

Length: 0.2 miles

Status: Complete

ANSO-3 (Waterbury Rail Line Crossing to Division Street): This completed section of NRG Trail follows the top of the flood control levee from the Waterbury rail line overpass to Division Street. It includes a small park and parking area at Division Street. This section connects the Derby section of the NRG Trail. Currently, users continuing between the cities must cross Division Street using a designated crosswalk.

Length: 0.6 miles

Status: Complete

Derby

Derby has completed construction it's section of NRG Trail, and are now focusing on improving connections to destinations including the Shelton Riverwalk and Derby Shelton Train Station.

DERB-1 (Division Street Crossing): This project would 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.

Length: 300 feet

Estimated Cost: TBD

Status: Some Design

DERB-2 (Division Street to Route 34/ Bridge Street): This is the longest tenured section of NRG Trail. The "Derby Greenway" follows the USACE constructed flood control levee south from Division Street, passing under Route 34 adjacent to the Waterbury Branch rail line, then under the rail line itself. A loop trail through O'Sullivan Island connects to a trail atop the flood control levee along the east bank of the Housatonic River, and ending at a parking area at the corner of Bridge Street and Main Street (Route 34). Continuous counts of use near Division Street as part of [the CT Trail Census](#) has shown that this trail has consistently been the busiest multiuse trail of those being tracked in the UConn program, with over 300,000 trips annually.

Length: 1.9 miles

Status: Complete

DERB-3 (Main Street/ Bridge Street to Derby-Shelton Train Station): The proposal for this section was the construction of a 10-foot, bi-directional cycle track along Main Street in downtown Derby as part of the reconstruction and widening of Route 34. The project limits were from Bridge Street to the northbound ramps to Route 8. The purpose of the cycle-track was to create a more direct connection from downtown Shelton to the Derby-Shelton train station. While the “Derby Greenway” passes near the train station, the trail is located on the east side of the tracks and there is not a designated connection from the Greenway to the station. The proposed cycle-track was intended to create that link, However, the concept was eliminated from the project. A short section of trail will still be built in the buffer area behind the Home Depot and a connection will be made into the Derby-Shelton rail station site. As part of a compromise, the City has committed to installing a cycle-track through the redevelopment area south of Main Street. A planning study is underway to determine the location of a new road through the site. A concept for the cycle-track is included in that planning study.

Length: 0.4 miles

Estimated Cost: TBD

Status: In Design/ Planning

DERB-4 (Main Street/ Bridge Street to Canal Street, Shelton): The 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 a 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. The project extends at the west end of the bridge to Canal Street and a connection to the Shelton River Walk. The existing Bridge Street SE Ramp has been closed to traffic as part of a redevelopment of the adjacent parcel and will be converted to a multiuse path as part of the bridge project. The state legislature awarded the NVCOG a \$2 million bond authorization to design and construct the renovation of the bridge. The CTDOT committed federal funds to complete the project. The project has been advertised and the CTDOT awarded a contract in January 2021. Construction is expected to begin in April 2021.

Length: 0.2 miles

Estimated Cost: \$6,393,565

Status: In Design - Construction expected 2021

NRG Trail Section Table

Town	Section NRG-	From	To	Alt Length (Miles)	Length (Miles)	Current Status	2020 Regional Priority	Const & Design Cost	Const Funding	Design Funding
Torrington	TORR-1	Sue Grossman Trail	East Main Street/ Franklin	4.7	Routed	Regional Priority	4,100,000	No	No	
	TORR-2	East Main Street/ Franklin	East Albert Street (Senior Center)	0.4	Routed	Active		No	Yes	
	TORR-3	East Albert Street	Toro Field	0.8	Partially Complete			Yes	Yes	
	TORR-4	Toro Field	Bogue Road	1.0	Designed			No	Yes	
Litchfield/Hanwinton	LITC/HARW-1	Bogue Road	Thomaston Road Park and Ride	1.0	Routed		3,472,000	No	No	
	LITC/HARW-2	Thomaston Road Park and Ride	Campville Hill Road	2.4	Routed		10,442,720	No	No	
	LITC/HARW-3	Campville Hill Road	Wildcat Hill Road	1.5	Routed	Regional Priority	28,000	No	No	
	LITC/HARW-4	Wildcat Hill Road	Thomaston Dam - Vista Picnic Area	2.8	Routed		3,550,000	No	No	
Thomaston	THOM-1	Thomaston Dam (Vista)	East Main and Elm Street	1.7	Routed		4,317,600	No	No	
	THOM-2	East Main and Elm Street	Watertown Road	1.2	Routed		1,606,400	No	No	
	THOM-3	Watertown Road	Old Waterbury Road Trailhead	1.0	Routed		2,100,000	No	No	
	THOM-4	Old Waterbury Rd.	Branch Brook Bridge	0.2	Designed	Active	594,000	Yes	Yes	
Watertown	WTTN-1	Branch Brook Bridge	Frost Bridge Rd.	2.4	Some Design	Regional Priority	1,847,000	No	Yes	
	WTTN-2	Frost Bridge Rd.	Waterbury Line	0.7	Routed		917,000	No	No	
Waterbury	WTBY-1	Watertown Line	Huntington Ave.	1.7	Routed		11,900,000	No	No	
	WTBY-2	Huntington Ave.	W. Main St.	2.4	Routed		See WTBY-1	No	No	
	WTBY-3	W. Main St.	Eagle St.	2.1	Some Design	Regional Priority	8,600,000	No	No	
	WTBY-4	Eagle St.	Naugatuck River Access Park	1.8	Designed	Active	6,400,000	Yes	Yes	
Naugatuck	NAUG-1	Naugatuck River Access Park	Pulaski Bridge	1.4	Routed	Regional Priority	3,000,000	No	No	
	NAUG-2	Pulaski Bridge	Maple St.	1.0	Complete	Complete		X	X	
	NAUG-3	Maple St.	Breen Field	0.5	In Design		3,236,000	Yes	No	
	NAUG-4	Breen Field	Beacon Falls Line	1.2	Routed		2,044,000	No	No	
Beacon Falls	BEAC-1	Naugatuck Line	Main St.	1.8	Routed		2,744,000	No	No	
	BEAC-2	Main St.	Rte. 42	0.7	Complete	Complete		X	X	
	BEAC-3	Rte. 42	Toby's Pond	1.1	Routed	Regional Priority	3,259,100	No	No	
	BEAC-4	Route 42	Route 67	2.2	No Routing		3,200,000	No	No	
	BEAC-5	Toby's Pond	Seymour Line	1.2	Routed		See SEYM-1	No	No	
Seymour	SEYM-1	Beacon Falls Line	Bank St.	1.3	Routed	Regional Priority	3,054,000	No	No	
	SEYM-2	Bank St.	Pawlak Park/Wakely Street	0.3	Complete	Complete	1,000,000	Yes	Yes	
	SEYM-3	Pawlak Park/Wakely Street	Ansonia Line	2.6	No Routing		TBD	No	No	
Ansonia	ANSO-1	Seymour Line	Bridge St.	1.5	No Routing		TBD	No	No	
	ANSO-2a	Bridge St.	Main Street	0.8	In Design	Active	1,000,000	Yes	Yes	
	ANSO-2b	Bridge St.	Metro North Crossing	0.2	Complete	Complete	1,500,000	X	X	
Derby	ANSO-3	Metro North Crossing	Division St.	0.6	Complete	Complete		X	X	
	DERB-1	At Division Street	Rte 34/ Bridge St.	0.1	Some Design		TBD	No	No	
Derby	DERB-2	Division St.	Derby-Shelton Train Station	1.9	Complete	Complete		X	X	
	DERB-3	Rte 34/ Bridge St.	Canal Street, Shelton	0.4	Some Design		TBD	No	No	
Derby	DERB-4	Main St./ Bridge St.		0.2	In Design	Active	6,393,565	Yes	Yes	