

New Hartford Trails Committee
Special Meeting November 2, 2021

Attachments:

New Hartford Trails Committee Meeting – February 11, 2021
Routing Study Presentation Plan with Focus Areas Highlighted
Discussion Highlights from February 11, 2021 meeting
Revised Scope of Work



New Hartford Trails



TRAIL COMMITTEE MEETING

February 11, 2021

WE ARE BACK!

Almost 1 year ago... *February 13, 2020*





New Hartford Trails



What We Have Been Up To...

- Reviewed Feedback Received at Public Info Meeting
- Assessed Hurdles/Opportunities in Corridor Study Area
- Compiled Benchmark Cost Estimates
- Completed Survey in Advance of Preliminary Design
- Met with CTDEEP (two meetings)-Nepaug Reservoir
- Discussed Funding with CTDOT and CTDEEP
- Experienced New Hartford Center During Covid
- Prepared Draft Master Plan and Phasing
- Continued Effort to Establish Final Overall Route



New Hartford Trails



Satan's Kingdom Considerations

- Passage Option
 - Constructability
 - Liability
 - Accessibility
 - Approvals: ACOE, FWS, CTDEEP, FRCC

- No Passage/Scenic Option
 - ADA Accessible
 - Integrate Fishing Pier if possible
 - Include Interpretive Signage
 - Approvals: CTDEEP & ACOE as primary agencies



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Master Plan

- **Reflects Different Levels of Users/Difficulty**
 - Family/recreational
 - On-road Cyclists
 - Off-road Cyclists
- **Capitalizes on Critical Mass of Destinations**
- **Provides Overall Vision to Pursue Funding**
- **Acknowledges Costs and Constructability**
 - **Project Phasing Increases Likelihood of Receiving Construction Funding by Splitting The Project Into Phases That Have Attainable Budgets and Appealing Objectives**



New Hartford Trails



Phase 1a:

Town Center to
Collinsville Antiques
7,000 Linear Feet
\$125 Per Foot
\$875,000 Estimate

Phase 1b:

Trail Head Parking &
Wayfinding Signage
3 Parking Lots
\$75,000 Per Lot
\$225,000 Estimate

Phase 1c:

Collinsville Antiques
To Satan's Kingdom
5,800 Linear Feet
\$100 Per Foot
\$580,000 Estimate

Phase 1d:

Scenic Overlook &
Fishing Pier
Pedestrian Over-
look/Fishing Pier
\$750,000 Estimate

Phase 2:

Butler Property
Connector
1,200 Linear Feet
\$400 Per Foot
\$475,000 Estimate

Phase 3:

Westerly Loop via
Private Property
3,500 Linear Feet
\$50 Per Foot
\$175,000 Estimate

Phase 4:

Gorge Trail Elevated
Boardwalk
2,000 LF
\$1,750 Per Foot
\$3.5 Mil. Estimate

Phase 5:

Nepaug State Park
to Canton
7,700 Linear Feet
\$100 Per Foot
\$770,000 Estimate



New Hartford Trails

ANCHOR
 Anchor Planning & Design
 100 Main Street, Suite 200
 New Hartford, CT 06108
 Phone: 860.251.1111
 www.anchorplanning.com

PROJECT	NEW HARTFORD MULT-USE TRAIL
CLIENT	TOWN OF NEW HARTFORD
DATE	02/17/21
SCALE	1" = 50'







New Hartford Trails



COST OF CONSTRUCTION:

Project Name	Location	Length - Miles (linear feet)	Overall Cost of Construction	Cost per Linear Foot	Year Completed
Naugatuck River Greenway	Torrington	0.60 (3,300 lf)	\$350,000	\$105	2019
Naugatuck River Greenway	Waterbury	2.2 (11,600 lf)	\$8,600,000	\$740	2021 (anticipated)
Air Line Trail State Park	E. Hampton	3.4 (17,900 lf)	\$615,000	\$35	2019
Air Line Trail State Park	Portland	2.85 (15,000 lf)	\$686,000	\$46	2018
Farmington Canal Heritage Trail	Canton	1.8 (9,500 lf)	\$900,000	\$95	2011
Farmington Canal Heritage Trail (Boardwalk Section)	Cheshire	0.20 (1,000 lf)	\$1,280,000	\$1,280	2017



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POSSIBLE FUNDING SOURCES:

Program Name	Funding Source
Transportation Alternatives Program (TAP)	Federal Highway Administration
Build Transportation Grant (Previously TIGER Funds)	Federal Highway Administration
Connecticut DEEP Recreation Trails Grant Program	CT Bonding Council
USDA Rural Development	Federal Dept. of Agriculture
Doppelt Family Trail Development Fund	Rails to Trails Conservancy
Small Town Economic Assistance (STEAP)	OPM
Community Connectivity Grant Program (CCGP)	CTDOT
Local Trans. Capital Improvement Program (LOTICIP)	CTDOT via Local Council of Govt.



New Hartford Trails

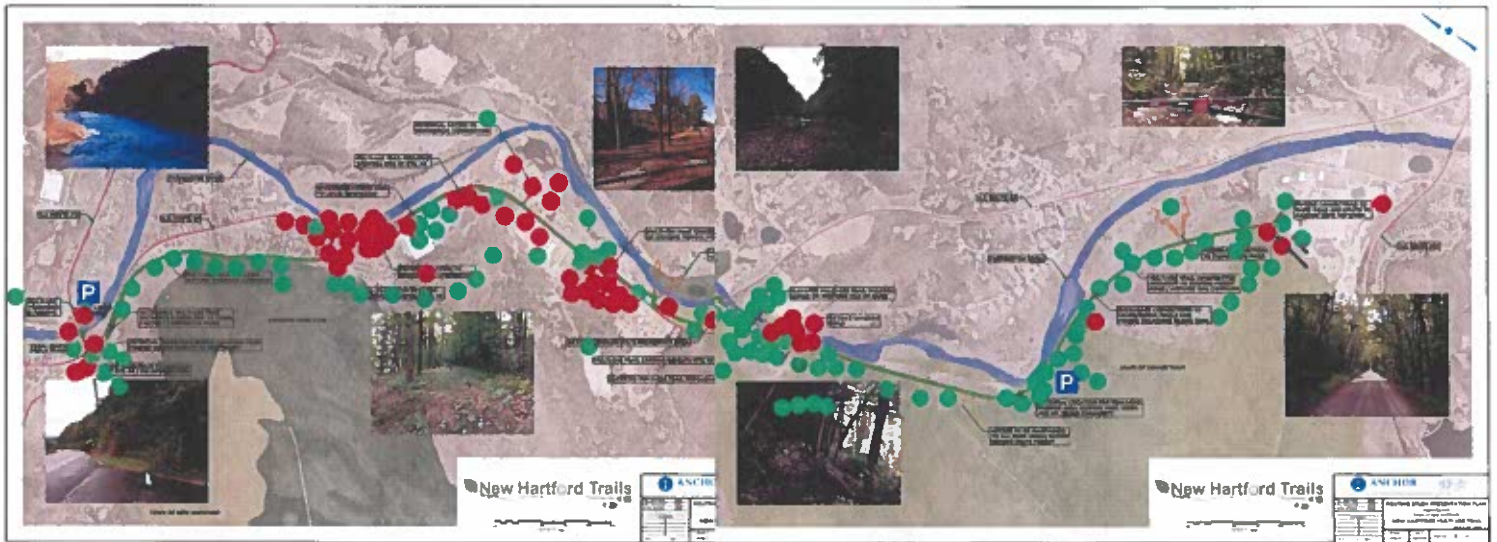


Public Priorities (2-13-2020)

- Easy access and flat to make it easier to walk
- Inclines and rocky paths
- Getting through the gorge (multiple respondents)
- Route through gorge because it is the biggest draw though most expensive
- Connecting to other towns (multiple)
- Extend to Barkhamsted
- Need access to family-friendly and clean restrooms (multiple respondents)
- Provide portable sanitary facilities year-round in multiple places
- Convenient and safe parking (multiple respondents)
- Parking at multiple spots along the trail (multiple respondents)
- Paved is preferred over stone dust or compacted gravel
- Pavement is preferred to accommodate children and families
- Using stone dust rather than pavement so entire trail can be built
- Dedicated business access on both sides of Route 44
- Emergency access to Satan's Kingdom and Nepaug Forest
- Maintenance to address dumping and litter



New Hartford Trails





New Hartford Trails



Station 2 – Preference Survey

Station 2 – Preference Survey



Off-Trail Mountain Biking Loop



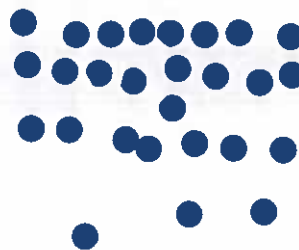
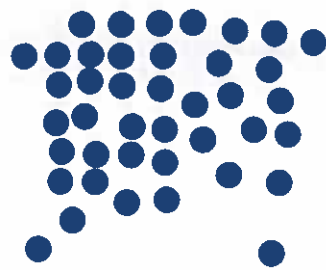
Cantilevered Raised Trail Through Wet/Difficult Terrain



Flat Paved Trail



Flat Stone Dust / Unpaved Trail



New Hartford Trail Committee (virtual)

February 11, 2021 6:30 PM

Discussion Highlights

- Kevin Grindle and Val Ferro used a PowerPoint presentation to provide an update of what work has been accomplished since the February 2020 community forum. These include:
 - Reviewed Feedback Received at Public Info Meeting
 - Assessed Hurdles/Opportunities in Corridor Study Area
 - Compiled Benchmark Cost Estimates
 - Completed Survey in Advance of Preliminary Design
 - Assembled existing State highway mapping for Rte. 44 corridor
 - Met with CTDEEP (two meetings)-Nepaug Reservoir
 - Discussed Funding with CTDOT and CTDEEP
 - Experienced New Hartford Center During Covid
 - Prepared Draft Master Plan and Phasing
 - Continued Effort to Establish Final Overall Route

- Two options pertaining to Satan’s Kingdom were also presented:

Passage Option

- Constructability
- Liability
- Accessibility
- Approvals: ACOE, FWS, CTDEEP, FRCC

No Passage/Scenic Option

- ADA Accessible
- Integrate Fishing Pier - if possible
- Include Interpretive Signage
- Approvals: CTDEEP & ACOE as primary agencies

Kevin and Val acknowledged that the end goal is to recommend an option that is constructible, has the highest probability of gaining approvals, and can be funded. They recommended that the No Passage option be pursued.

- Though not specifically requested as part of the routing analysis, Kevin and Val unveiled a master plan they developed to assist in clearly depicting the proposed route and facilitate the presentation of phasing options. Kevin presented each segment in detail. He also developed high-level cost estimates for each phase.

- Committee members had questions and raised several excellent points regarding the master plan:

- Safety is of utmost concern. Explore greater separation from the road.
 - Avoiding impacts to Pine Meadow's residents is the goal therefore, it's worth looking at the route in this location to understand the cost/benefits to:
 - o Continue the trail along the Rte. 44 frontage and cross the Pine Meadows access drive.
 - o Construct the trail behind the development
 - o Alternative location – consider the community's existing road as a shared access pathway for the trail
 - Alignment through Collinsville antiques property may also be reviewed in a cost/benefit analysis similar to Pine Meadows. Aligning the trail through this property to provide trail users with optimal access to local business is a priority.
 - Move trail crossing up to Satan's Kingdom Road and focus on connection to the Tunxis Trail. This would improve access for cyclists and create connections into Nepaug State Forrest.
 - Eliminate potential river crossing at wastewater treatment plant.
 - Collinsville Antiques is on the market, this may result in additional opportunities for partnering with existing and/or future developers.
 - There may be a potential to explore additional parking options along the trail rather than rely only on the Satan's Kingdom lot. This would allow users more flexibility.
- Next Steps were identified prior to adjournment:
 - Develop 30% level design plans from town center to Satan's Kingdom, incorporating requested changes noted above.
 - Provide the committee with examples of trails along roadways in order to evaluate the Rte. 44 corridor.
 - Examine costs associated with going behind Pine Meadow.
 - Identify other options for future phases of trail design/construction such as off-road loops through properties that are currently un-developed and privately owned along with considerations for connections into Town owned open space properties.
 - Kevin and Val would like to meet with the committee again as soon as possible to keep the momentum for this project up. Consider a late March or early April meeting.
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Revised Scope of Work

Dated 11/03/21

- **Phase I** – Prepare design and bid documents for a trail from Callahan Park to the Mobile Station on Rte. 44. This will involve working closely with DOT's bike/ped. coordinator to get DOT's support for all work within their right of way. The goal of this phase will be to get trail users across the Rte. 219/44 intersection and up on the historic railroad bed via reconstructing the High Street rail abutment. An alternative interim solution which could reduce construction costs would be to reach this section of the railroad via an overlook which would be accessed from the Mobile Station and reserve the abutment removal for a future phase in order to put construction money towards Phase II efforts.
- **Phase II** – Develop preliminary design plans extending the trail along the existing RR bed from the Mobile Station down to Church Street. The final southerly destination would either be the Town owned property (44B-114-024) at the end of Church Street or the privately owned Industrial parcel (44B-114-025) with frontage on Rte. 44. A future final design phase contract would be needed to bring this phase of trail to construction.
- **Phase III** – Finalize the Routing Study from the Church Street/Rte. 44 connection and through the Pine Meadows and Waring properties. This will provide a recommended alignment to utilize for future design phase contracts for these parcels.
- **Phase IV** – Work with the DOT to determine whether a trail within the State's ROW from the Waring property down to Marandino's is feasible through this section. A recommended alignment which is supported by DOT for use in future design phase contracts is the desired outcome for this phase.
- **Phase V** – No additional work is proposed for this phase, at this time. If remaining budgets allow, we'd propose to work with the committee to further develop routing and design plans from Marandino's to the river and possibly develop a conceptual observation/fishing/nature watching platform overlooking the gorge.
- **Phase VI** - No additional work is proposed for this phase, at this time. We'd anticipate working with our contacts at DEEP/DOT to make sure that future trail connections along Rte 44 and Nepaug State Forest are factored in to the State's plan of development for these areas.