

NEW MILFORD RIVER TRAIL ALIGNMENT STUDY & PRELIMINARY ENGINEERING REPORT

JUNE 25, 2018

ACKNOWLEDGEMENTS

The New Milford River Trail alignment study is the result of planning and outreach with the Town of New Milford. We would like to extend special thanks for the efforts and participation of the following groups:

- Office of the Mayor - Mayor Peter Bass
- New Milford Bike & Trails Committee
 - Thomas O'Brien - Chairman
 - Former Mayor David Gronbach
 - Lisa Arasim
 - MaryJane Lundgren
 - Seamus McKeon
 - Pam Picheco
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- New Milford Public Works Department - Town Engineer Dan Stanton

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In Association with:



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1.0 PROJECT BACKGROUND

For decades, the people of New Milford have envisioned the creation of a multi-use trail that would follow the Housatonic and Still Rivers from Kent to Brookfield. The vision for the trail is supported in the town's Plan of Conservation and Development and has been identified as a critical component of the Western New England Greenway linking the East Coast Greenway at Long Island Sound through the Housatonic Valley in Connecticut, Massachusetts, and the Champlain Valley in Vermont to Montreal.

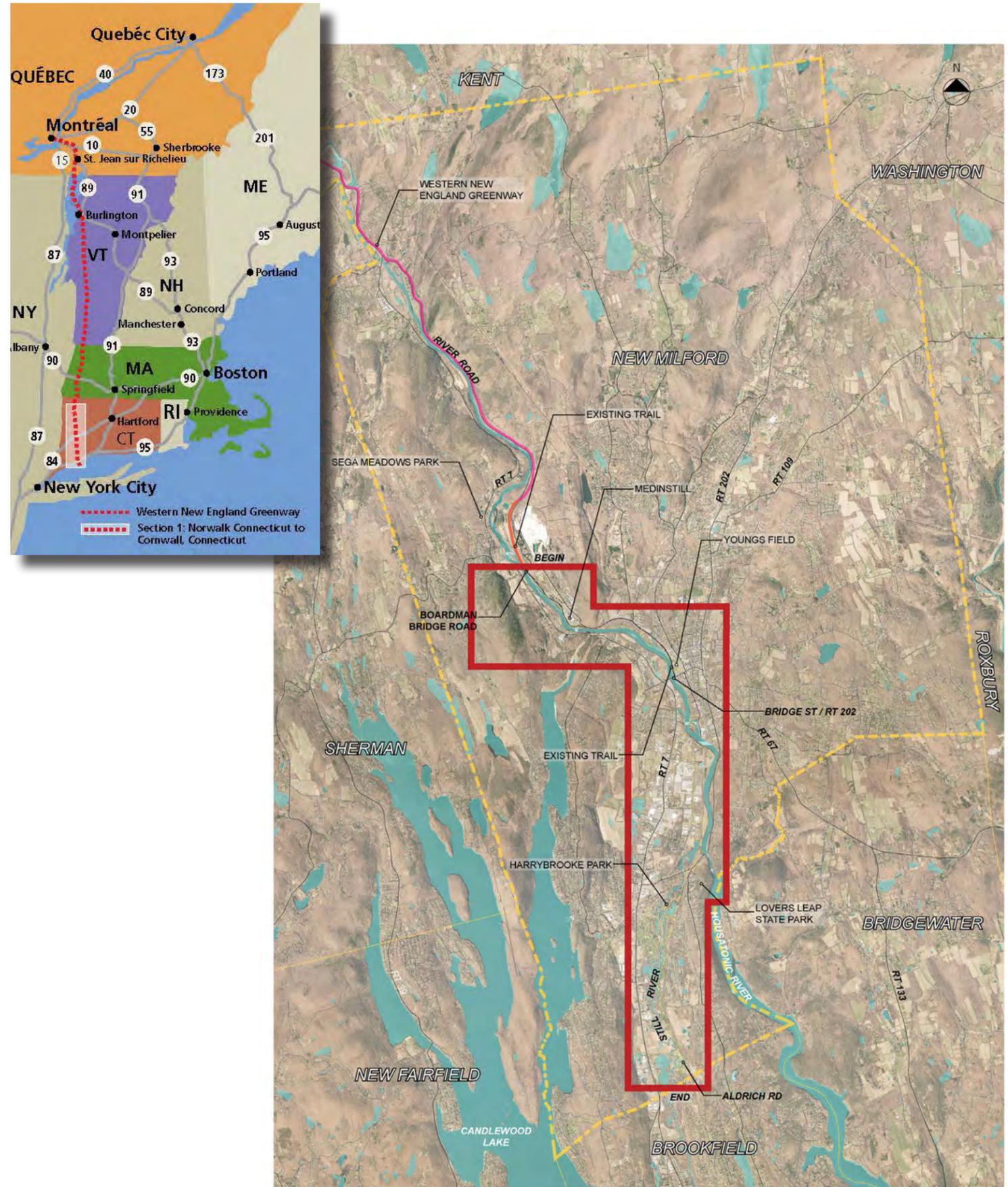
The northerly segment of the trail in New Milford is open to the public between Boardman Bridge and Gaylordsville following a route through Sega Meadows. A second short section of trail has been completed recently along the banks of the Housatonic River north of Veterans Bridge and is referred to as the Riverwalk at Young's Field. At present, a cyclist is able to travel along signed bicycle routes from one end of the town to the other to destinations beyond the boundaries of New Milford.

The corridor from Boardman Bridge to the vicinity of Veterans Bridge in the center of New Milford was examined in *The New Milford River Trail Feasibility Study Report; Phase II*, completed by Hare Planning in 2014. This report identified the general characteristics of the route and illustrated alternative treatments for constructing the trail. Similar generalized studies, including the *Still River Greenway Report* (2007) by the Housatonic Valley Council of Elected Officials (HVCEO), have been published for locating a trail in the corridor southerly of Veterans Bridge.

The Town of New Milford has taken the initiative to refine previous studies and to establish the precise route of the trail by commissioning this preliminary engineering report as the first step in the design process. This effort included the following:

- Obtaining accurate topographic survey
- Identifying and evaluating wetlands
- Locating the floodplain and floodway boundaries
- Identifying the presence of archaeological artifacts
- Identifying utility and property impacts

With accurate baseline data, alternative routes for the trail were considered, and a final route has been selected giving consideration to phasing, regulatory approvals, property acquisition, and construction costs. Formal and informal public meetings were held to inform the public about the plan, solicit public comments, and modify the route in response to concerns expressed by the public.



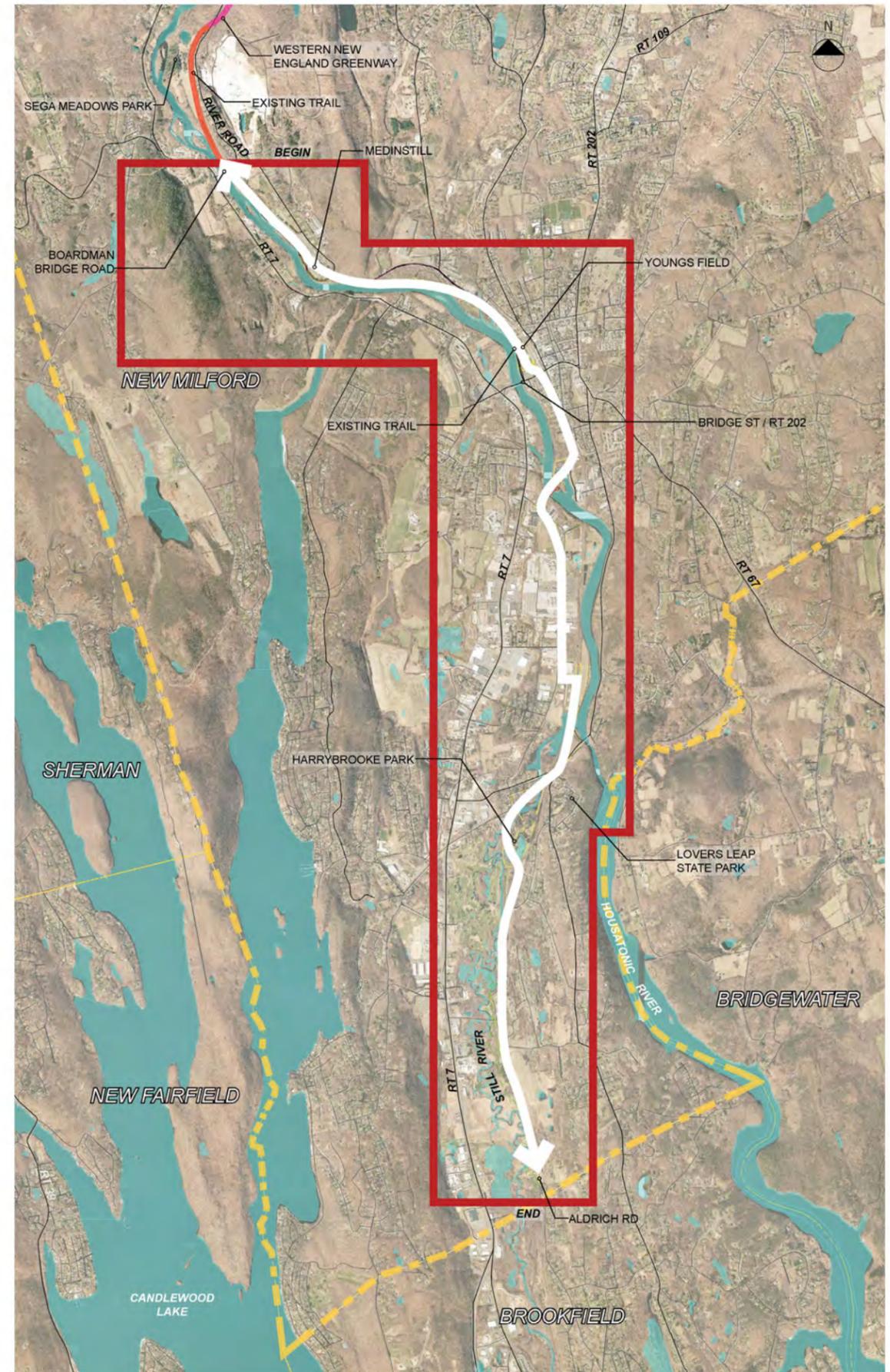
Study Area - Regional Context

2.0 EXISTING CONDITIONS

The Town of New Milford, located in the southwesterly corner of Litchfield County, is the largest town geographically in the state having a land area of approximately 64 square miles and supporting a population of approximately 28,000 people. The town is bisected by the Housatonic River that starts in northern Massachusetts flowing to Long Island Sound. U.S. Route 7, located on the west side of the Housatonic River in New Milford, is the principal artery connecting the town to Danbury in the south and to the small communities in northern Litchfield County and Massachusetts. The Housatonic Railroad follows the Housatonic River and provides daily freight service to New Milford and places to the north and south. There is no passenger rail service to New Milford at present although the town and others are planning for that eventuality.

New Milford is primarily a residential community with nonresidential uses concentrated along the U. S. Route 7 and the U.S. Route 202 corridors. The nonresidential uses are primarily retail with some industrial uses located in proximity to the Housatonic River. At one time, there were a number of factories that relied on the Housatonic River as a principal source of power, but none relies on water today. However, there are two hydropower facilities along the river: one at Bull Bridge immediately to the north of New Milford and the other at Rocky River where there is a pumped storage power generation facility.

The project corridor for this report starts at Boardman Bridge approximately 2.5 miles north of the center of New Milford and extends to the Brookfield town line approximately 6.1 miles south of the town center. The contemplated route for the first half of the trail is located on the east side of the Housatonic River to Hidden Treasure Park at the Bleachery Dam. Thereafter, the trail will be located on the west side of the river, past the confluence with the Still River, connecting to the proposed Still River Greenway in Brookfield.



Study Area - Enlargement

2.1 Wetlands and Floodplains

Wetlands and watercourses along the length of the proposed trail were identified in May 2017 in order to assist in locating the proposed trail. Inland wetlands and watercourses were mapped in accordance with the regulations of the Town of New Milford, Connecticut and the State of Connecticut Inland Wetlands and Watercourses Act, CGS 22a-36 through 45. Regulated wetland areas consist of any of the soil types designated by the National Cooperative Soils Survey as poorly drained, very poorly drained, alluvial, or floodplain. Regulated watercourses consist of rivers; watercourses; brooks; waterways; lakes; ponds; marshes; swamps; bogs; and all other bodies of water, natural or artificial, vernal or intermittent, public or private, not regulated pursuant to sections 22a-28 through 22a-35, inclusive (tidal wetlands).

The majority of mapped wetlands are riverine wetlands supported by the Housatonic River and Still River. The confluence of the Still River and the Housatonic River is located in the study area just north of Lovers Leap State Park. Smaller perennial watercourses and associated wetlands, such as Great Brook and the west branch of the Aspetuck River, also discharge to the Housatonic River within the study area. The wetland ecosystems along the potential trail system are varied and comprised primarily of forested and emergent marsh areas. In a number of areas along the course of the proposed trail, such as within the southern portion of Harrybrooke Park and within Helen Marx Park, state regulated wetland areas lie upgradient of the federal wetland boundary due to the presence of alluvial soils. In the southern section of the trail, the rail corridor has modified the connection between wetland systems, creating depressional areas that may support wetland-dependent obligate amphibians. In general, the mapped wetland areas display a high capacity to perform basic wetland functions due to the size, dominance of native vegetation, and landscape position of the ecosystems.



Trail Wetlands in Study Area

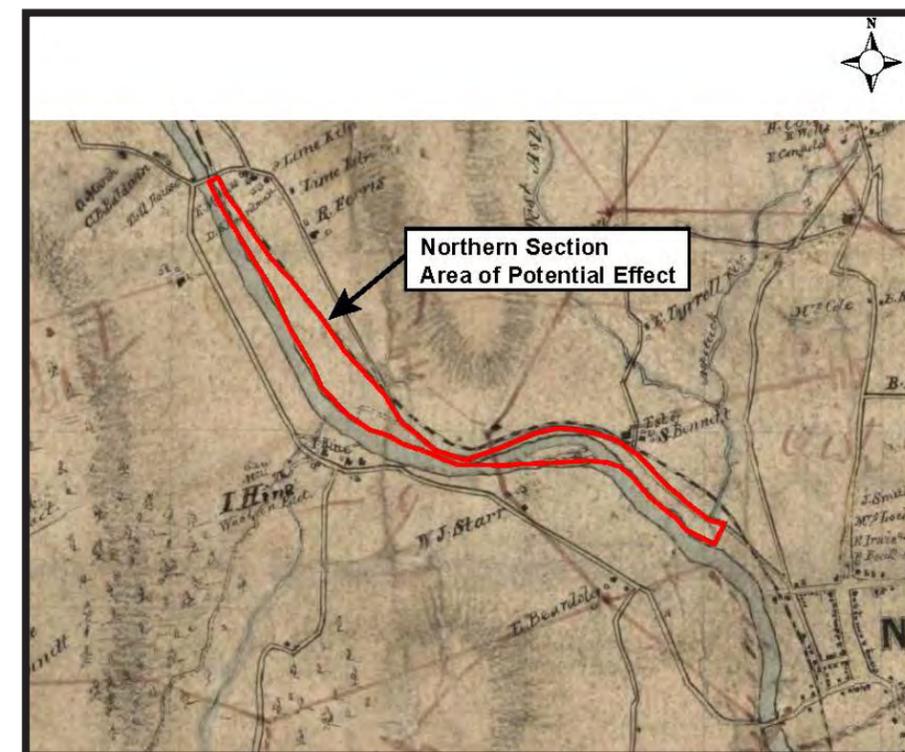
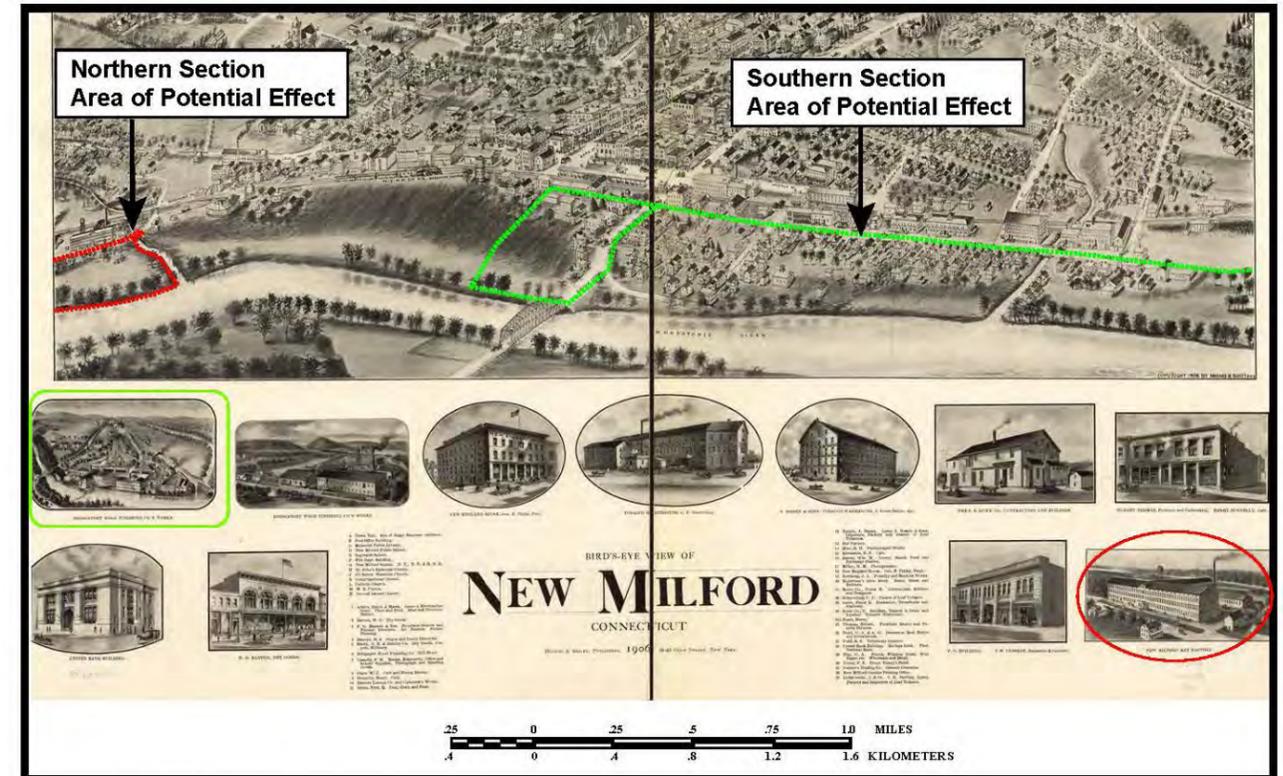
2.2 Archaeological Survey

A Phase IA Archaeological Survey was conducted for the entire project area to identify archaeological and historical area resources within the corridor. A copy of the report prepared by Historical Perspectives, Inc. appears in Appendix A and is summarized herein.

The northern section of the proposed trail will be an approximately 2.5-mile installation of a combination of a multiuse trail, sharrow and sidewalk system that roughly parallels the Housatonic River from Boardman Bridge south to Helen Marx Park on the east side of the Housatonic River. There are multiple alternative routes that have been considered within this 2.5-mile Area of Potential Effect (APE). All alternative routes would begin at the north between the railroad tracks and the Housatonic River, immediately south Boardman Road, continue south along the river through the extant MEDInstill Complex, and then continue along the river to Helen Marx Park. It would then veer east to access Housatonic Avenue and Young's Field Road, where it would ultimately connect to the north end of the Riverwalk at Young's Field (referred herein as the Riverwalk) near the village of New Milford's central business district.

The southern section is an approximately 6.1-mile installation of a multiuse trail. The route generally parallels the Housatonic River from the southern end of Riverwalk Park, just north of Veterans Bridge where Bridge Street/Route 202 crosses the Housatonic River, south to the New Milford/Brookfield town line. It would begin on the east side of the Housatonic River at the southern terminus of the Riverwalk Park, cross Bridge Street, and head south along West Street. At the south end of West Street, it would cross the river and veer west and away from the Housatonic River generally paralleling Pickett District Road as it travels south to cross the Still River. Alternative route sections have been identified to the north and south of Lovers Leap State Park in the south half of the proposed trail alignment. The trail alignment generally follows or parallels the existing rail corridor for a major portion of the APE.

The standard Phase IA Archaeological Survey was conducted as outlined in the Environmental Review Primer. This level of study entails documentary and cartographic research and provides an assessment of archaeological potential but precludes actual fieldwork that would confirm the presence or absence of resources. To address the concerns of the review agencies, this study assesses the APE, defined as any location within the limited linear project corridors that would experience new subsurface disturbance. Such surveys, as outlined in the Primer, address the potential for significant archaeological features and resources from both the precontact (aka prehistoric) era and the historic era.



Historical Maps of Study Area

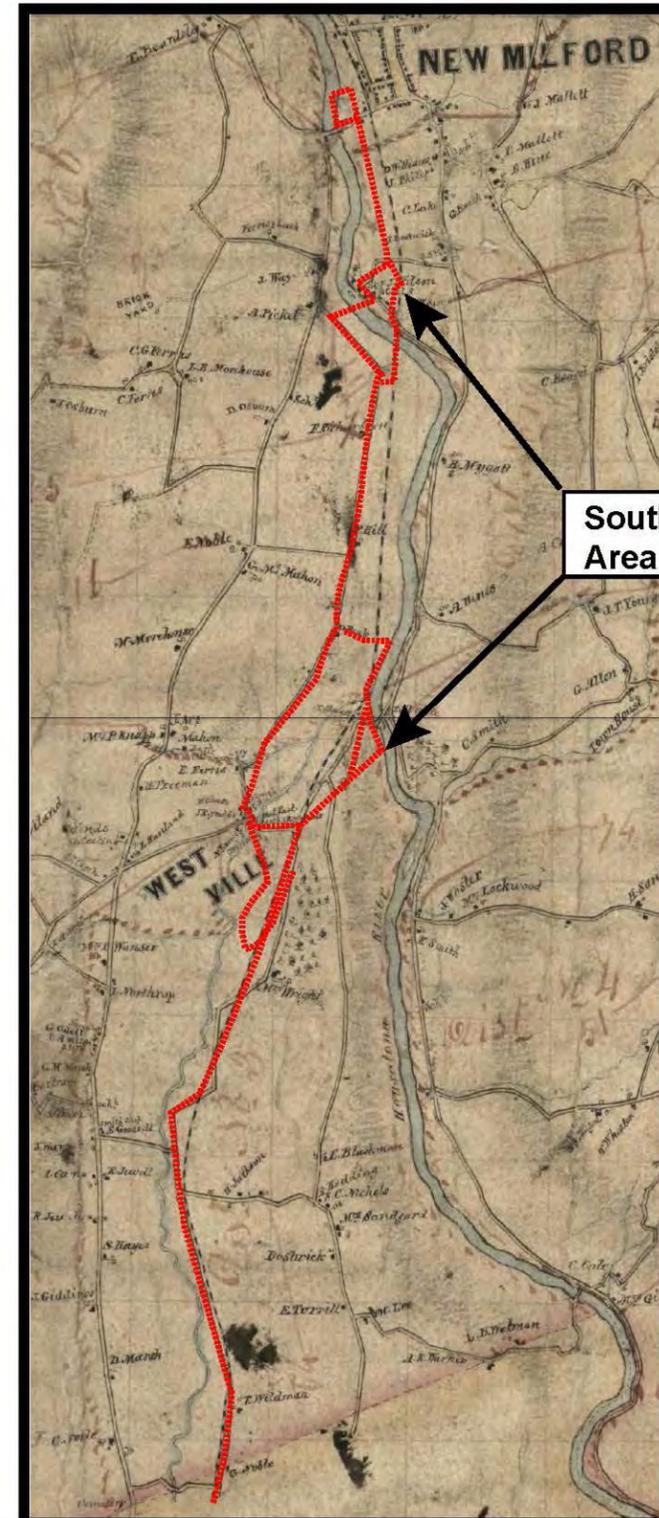
Of note, after this Phase IA report was near completion, a preferred route for the trail was selected and presented to the Town of New Milford (September 2017, Appendix C). This preferred route was assessed for archaeological sensitivity within the alternatives reviewed for this study.

The results of this Phase IA study indicate that the project site is considered to be highly sensitive for the presence of precontact and historic archaeological resources in multiple locations. The study also found that there are numerous previously inventoried State and National Register of Historic Places (S/NR) properties and sites that are in or adjacent to the Northern Section and Southern Section APEs. These locations may be disturbed by subsurface activity or the introduction of new landscape elements.

Where prior road grading, construction, reconstruction, or site development has involved shallow ground disturbance, these locations are less likely to retain precontact archaeological potential. Locations that have been extensively quarried or previously excavated to greater depths, such as the locations of deep utility pipes, have no precontact archaeological potential.

The number of known precontact sites (20+), especially in the Southern Section APE, suggests the strong probability that additional sites exist in locations not previously subjected to archaeological testing. Further, both precontact and historic archaeological resources can be found at shallow depths where years of plowing have brought artifacts to the surface or where there is undisturbed yard scatter around mapped historic structures. Therefore, in any location identified as potentially sensitive for precontact or historic archaeological resources, excluding previously tested and disturbed locations, subsurface testing is recommended prior to the initiation of any ground disturbance. Ground disturbance includes, but is not limited to, excavations for regrading or planting, installing pylons, installing utilities, and construction laydown and staging areas where heavy machinery can potentially compress sensitive strata.

There are also multiple sites and structures that have been identified that could provide users of the trail with the opportunity to learn more about New Milford's historic past where resources are known to have stood in or near the APE. Note that particularly sensitive buried archaeological sites that are not readily evident on the landscape are not recommended for signage since this promotes site destruction. From north to south, sites and structures that may lend well to engaging users of the trail include the following (see Figures 17a and 17b for approximate locations of sites keyed to letter designations on the next page):



**Southern Section
Area of Potential Effect**



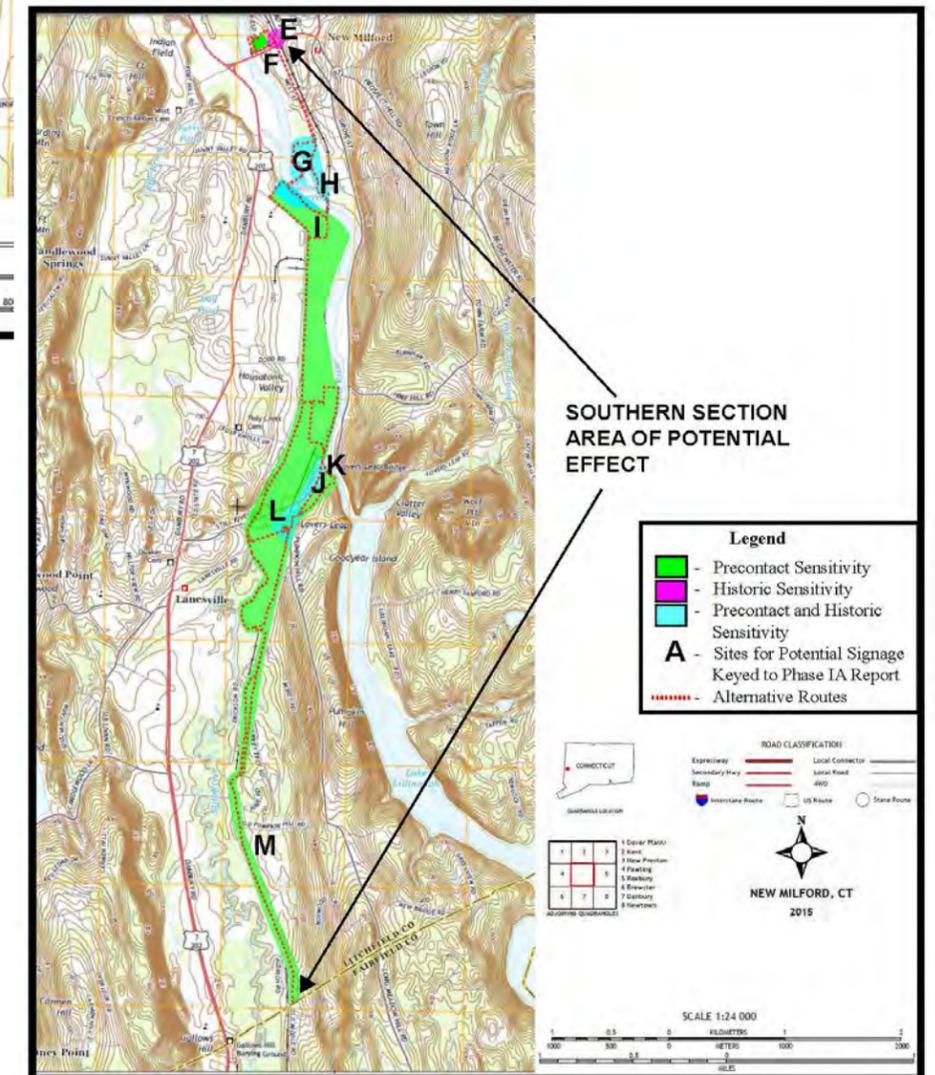
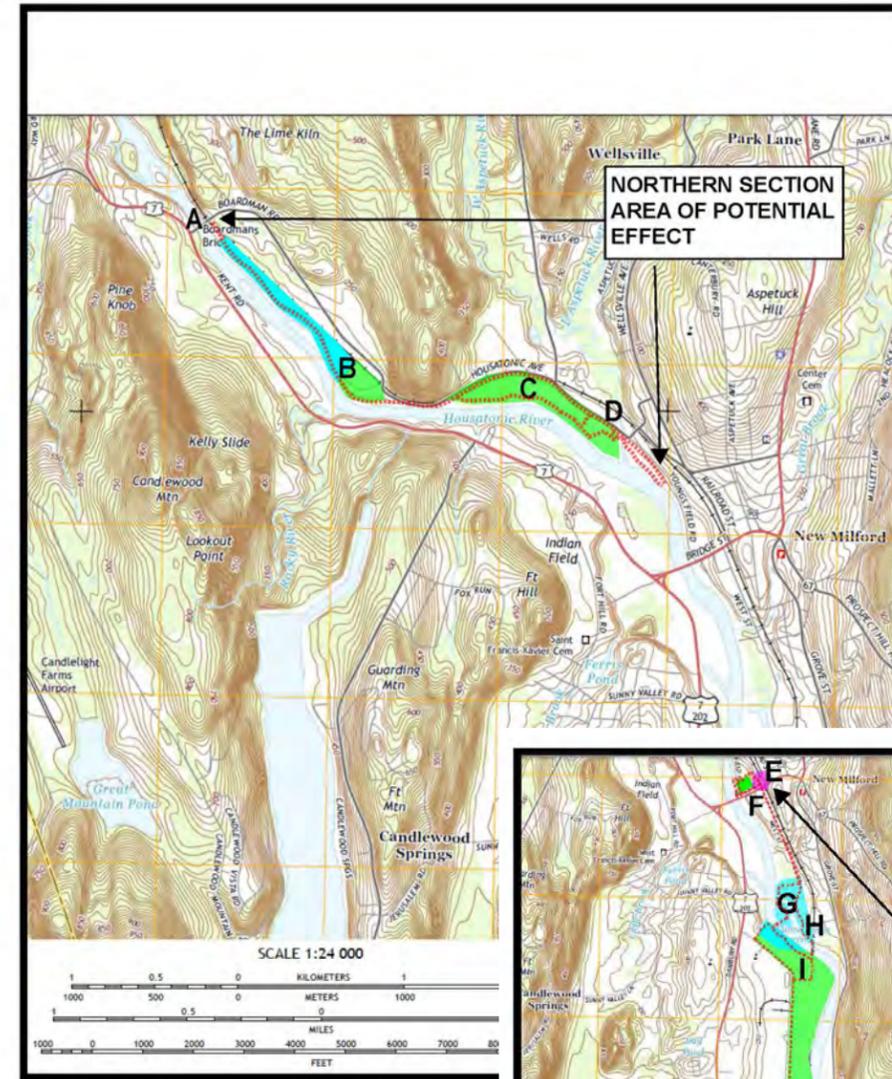
Historical Structures in Trail Corridor

Northern Section:

- A. Boardman’s Bridge (NR) – This wrought-iron, lenticular truss bridge was constructed in 1888 by the Berlin Iron Bridge Company. As of the writing of this report, it is slated for restoration.
- B. The Maggi Factory, later Nestle site – Although this is now the MEDInstill complex, the industrial past of this tract is important to the economic history of New Milford.
- C. Wannuppee Island – Early New Milford residents forded the river here prior to the construction of a bridge. It was a critical location that facilitated development of the village.
- D. The New Milford Hat Factory – The industrial complex was located on the east side of Housatonic Avenue in the early twentieth century, with worker housing located on the west side of the road. Although not in the APE, there is the opportunity to acknowledge this historic industrial complex that formerly stood along the Aspetuck River.

Southern Section:

- E. The Housatonic Railroad Complex (NR) – Once the site of numerous rail-related structures, the history of the railroad to the New Milford economy is of paramount importance.
- F. Bridge Street and West Street Warehouses (NR) – While many of these have recently been converted to residential use, the history of the development of the industries and the warehouses that served them contributes to the story of New Milford.
- G. Ruggles/Stilson Mills – The likely location of three, possibly four, mill-related structures in or near Hidden Treasures Park was one of the earliest (ca. 1783) locations of a mill directly accessible to the Village of New Milford.
- H. The Bleachery – This early twentieth-century complex employed hundreds of New Milford residents and operated through the late 1950s. Included in this complex are two extant structures – a power house and tank - and the remnants of a dam and water gate on the banks of the Housatonic River in Hidden Treasures Park.
- I. The Tobacco Industry – The extensive tobacco fields and the industry of tobacco making was an important part of the local economy. The locations of many of the historic tobacco barns that once stood on the west side of the Housatonic River are now redeveloped; what was once ubiquitous is now a rarity.
- J. The Bridgeport Wood Finishing Company complex (SR) – Immediately south of Still River on the Housatonic River, this complex contains structural remains of the once-thriving complex (signage already exists in Lovers Leap State Park).
- K. Lovers Leap Bridge over the Housatonic River (NR) – Built in 1895 by the Berlin Iron Bridge Company, it is one of the last bridges built and is a particularly ornate example of its work (signage already exists in Lovers Leap State Park).
- L. Lanesville – The location of the former Reynolds & Booth Hat Factory, the Knowles grist mill, the post office, and school are no longer evident in the vastly reconfigured arrangement of roads in this area.
- M. The Still River floodplains – Once home to the Weantinock, these fertile fields provided prime horticultural land for Native Americans and their seasonal villages.

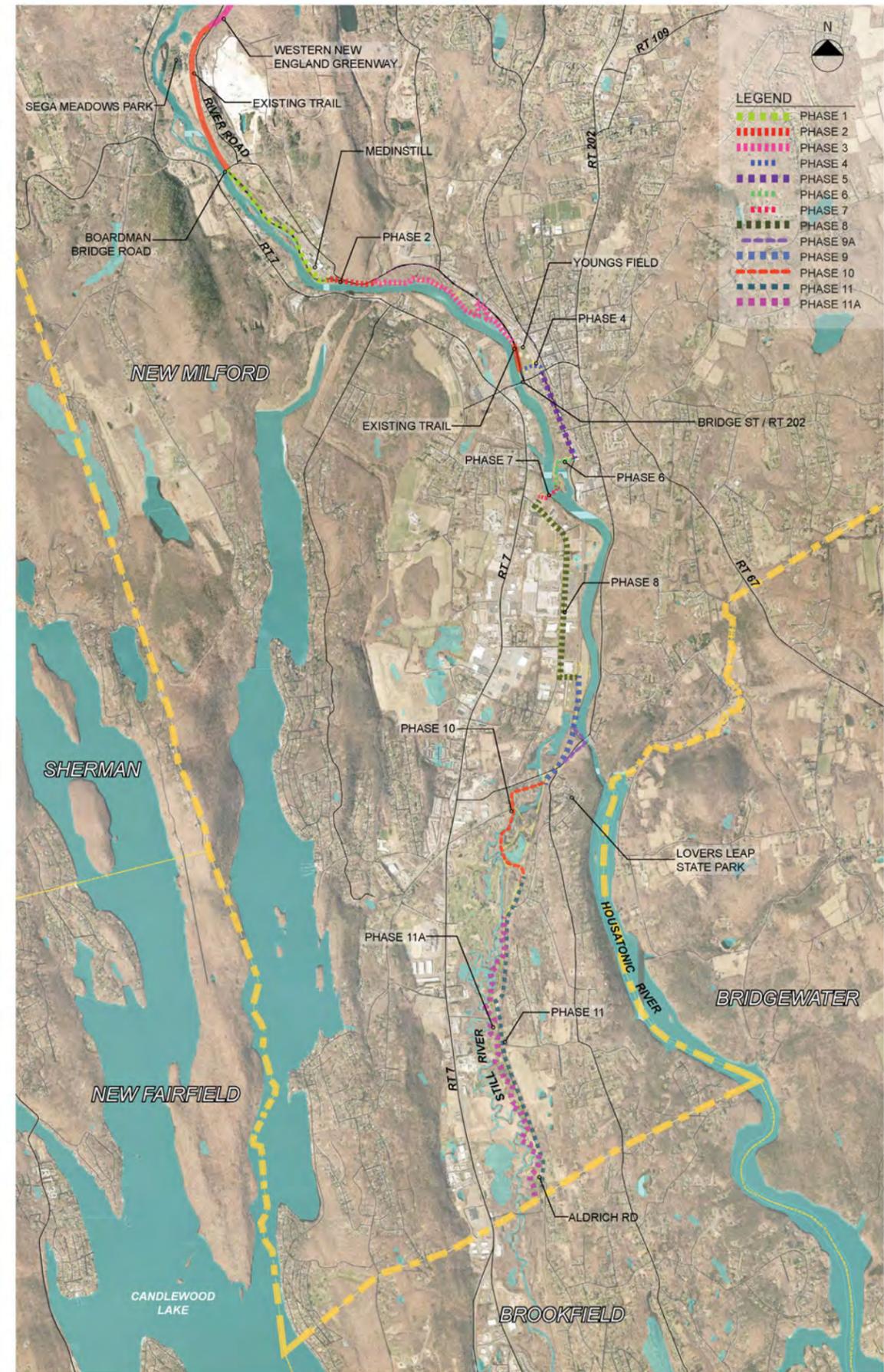


Areas of Potential Effects (APEs)

3.0 DESCRIPTION OF PROJECT BY PHASE

For purposes of this report, the project area has been divided into 11 discreet phases. The existing conditions, opportunities and challenges, alternative routes for the trail, and proposed improvements are described below. It should be noted that the phases are presented from north to south and are not meant to be the sequence of construction. The actual sequence of construction will depend on the availability of funding and the relationship of the trail to other public works initiatives.

- Phase 1 - Boardman Road to MEDInstill Entrance Drive
- Phase 2 - The “Pinch Point”
- Phase 3 - Pinch Point to Young’s Field
- Phase 4 - Transition from Young’s Field Road to Bridge Street
- Phase 5 - West Street from Bridge Street to Hidden Treasure Park
- Phase 6 - Hidden Treasure Park
- Phase 7 - Housatonic River Crossing
- Phase 8 - Pettibone Community Center to Pickett District Fields
- Phase 9 - Pickett District Fields to Still River Drive
- Phase 9A - Sidewalk on Still River Drive
- Phase 10 - Still River Drive Through Harrybrooke Park
- Phase 11 - Candlewood Valley Country Club to Brookfield Town Line
- Phase 11A - Nature Trail from Erickson Road to Brookfield Town Line



Trail Phase Map

Trail Phase Summary for New Milford

Phase	Type					Surface		Length Feet	Special Features
	Multiuse	Side Path	Sharrow	Sidewalk	Trail	Paved	Unpaved		
1	●					●		5,260	railroad crossing, retaining walls, boardwalk
2	●	●				●		1,845	retaining walls, significant regulatory issuing
2A					●		●	2,350	soft trail
3			●	●	●	●		4,580	possible addition to 442 if trail on private land is to be divided to New Milford
4	●	●		●		●		1,460	connect to downtown, ADA ramp system, cross Bridge (Route 202)
5			●	●		●		2,850	West Street sidewalks
6	●					●		1,120	10 spare parking lots
7	●					●		1,280	bridge over Housatonic River
8	●	●				●		6,305	connect Pettibone School to Town Fields
9	●					●		4,235	bridge over Still River, railroad crossing
9A				●				450	connect to Lovers Leap
10	●		●			●		7,630	railroad crossing, repair to bridge
11	●		●			●		10,700	soft trail
11A					●		●	11,600	soft trail

Phase 1 – Boardman Road to MEDInstill Entrance Drive

Plan Sheets 1-4, Distance: 5,260'

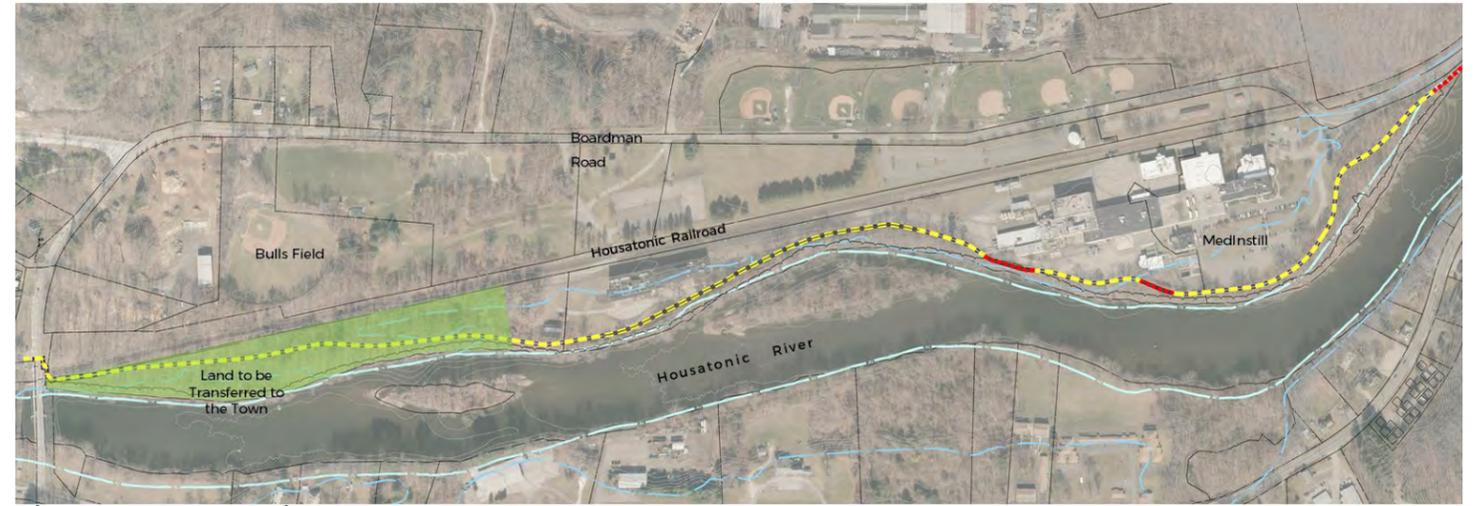
Existing Conditions:

Phase 1 begins where the completed trail in Sega Meadows ends on the north side of Boardman Road at the bridge over the Housatonic River and extends just past the entrance to the MEDInstill property located on Boardman Road, a distance of approximately 1 mile. Immediately to the north of the existing bridge is the historic Boardman Bridge, a wrought iron truss structure built in 1888 and listed on the National Register of Historic Places. There is a small parking area for approximately four to five vehicles on the north side of Boardman Road. There is a railroad crossing gate on Boardman Road.

The area is bounded on the east by the Housatonic Railroad and the Housatonic River to the west. The first 1,800' of the corridor is heavily wooded sloping down from the railroad tracks to a gently sloping terrace along the river. The floodway in this area is at the edge of the river, and the floodplain extends approximately 50' inland from the embankment. No wetlands were identified in this area. Since the area is undeveloped, there is an opportunity to construct viewing areas overlooking the Housatonic River that could include interpretive signs.

The first design challenge in this section is the intersection treatment at Boardman Road. The sight line looking to the east is somewhat limited due to the horizontal alignment of Boardman Road. The sight line to the west across Boardman Bridge is adequate. The railroad crossing of Boardman Road has automatic arms to protect vehicular traffic. However, there is no pedestrian protection in this location. In order to allow a safe pedestrian crossing, the crossing gates will need to be modified to include pedestrian control.

The second design challenge in this area is creating a transition from Boardman Road to the terrace along the river where there is an elevation difference of approximately 30'. Contributing to the challenge is the narrow level area along the railroad tracks at the intersection. In preliminary discussions, the management of the Housatonic Railroad does not want any encroachment on their right-of-way in this location but will entertain a proposal for reconfiguring the pedestrian crossing of the tracks on the south side of Boardman Road. In order to meet ADA accessibility standards, either a retaining wall or a boardwalk ramp will be required to provide the transition.



Phase 1 - Proposed Route



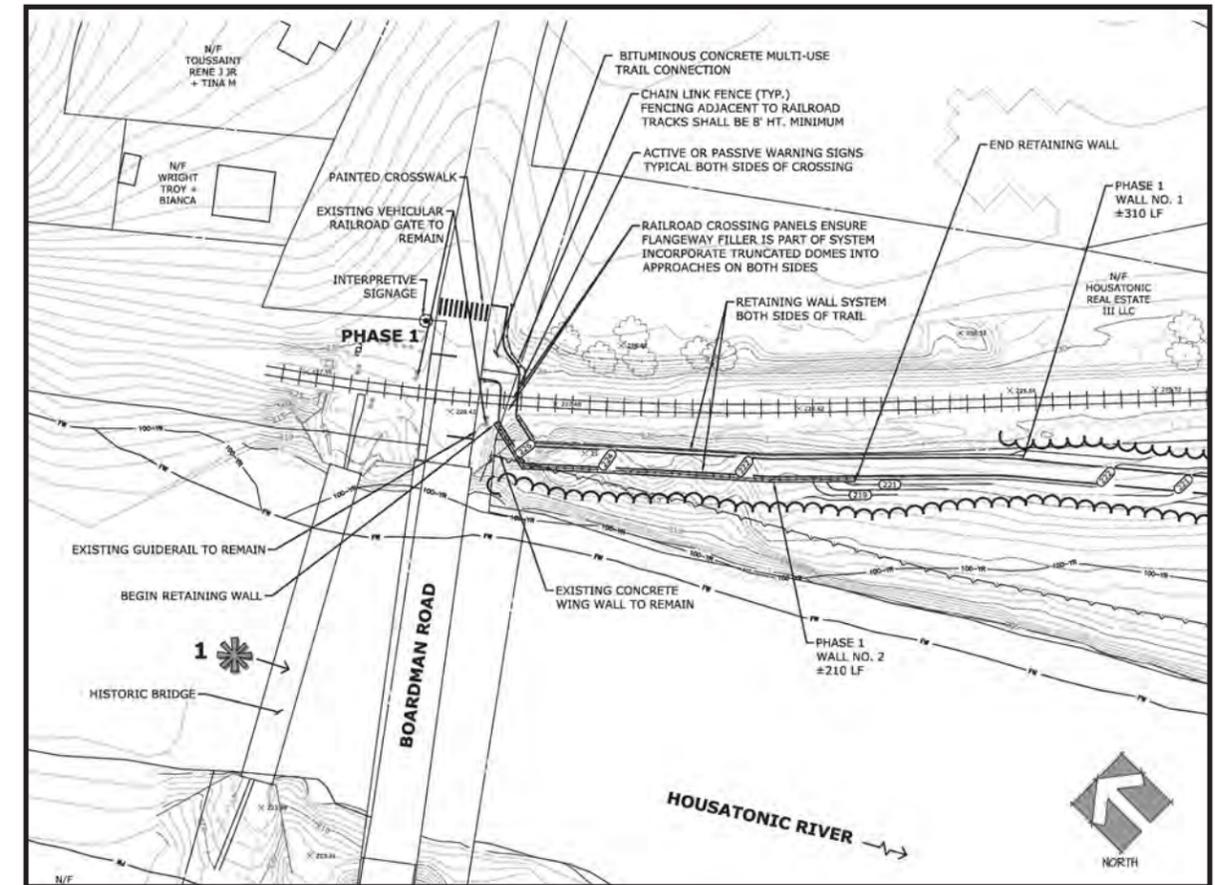
Existing Conditions in Vicinity of Boardman Bridge

The balance of the route in Phase 1 is located to the north and west of the MEDInstill manufacturing facility above the bank of the Housatonic River. The topography in this area is fairly gentle and conducive to the construction of a trail. The challenge in this segment will be locating the trail so as to not interfere with the manufacturing operations. More specifically, two elevated structures will be required in order to construct the trail above the floodplain in the vicinity of MEDInstill's active manufacturing facility. The elevated structures will provide trail access that will allow the use of an active driveway to be maintained around the building.

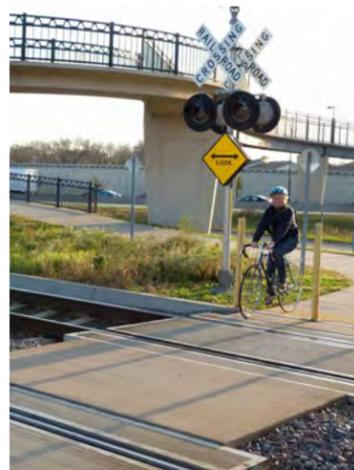
Proposed Improvements:

The proposed trail will cross Boardman Road on the easterly side of the railroad tracks to a landing area on the southeast corner. Excavation of the embankment will be required to create sufficient space for pedestrians to safely gather when there is a train crossing in this location. The crossing gates will be modified to protect pedestrians on the trail and to continue to protect motorists on Boardman Road. Rubberized mats will be installed to allow pedestrian crossing of the tracks. Fences adjacent to the active rail line will need to be a minimum of 8' in height. The work will need to be coordinated with Housatonic Railroad.

To provide the transition from the road to the terrace along the Housatonic River, a ramp will be benched into the side slope supported by precast concrete bin walls for 300' on the uphill side and 240' on the downhill side. The ramp and wall system will be outside in the 100-year floodplain. The ramp will be designed to meet ADA requirements.



Ramp from Boardman Road Down to Terrace Adjacent to River



Typical Treatment at Railroad Crossing



Existing crossing at Boardman Road



Concept treatment at Boardman Road



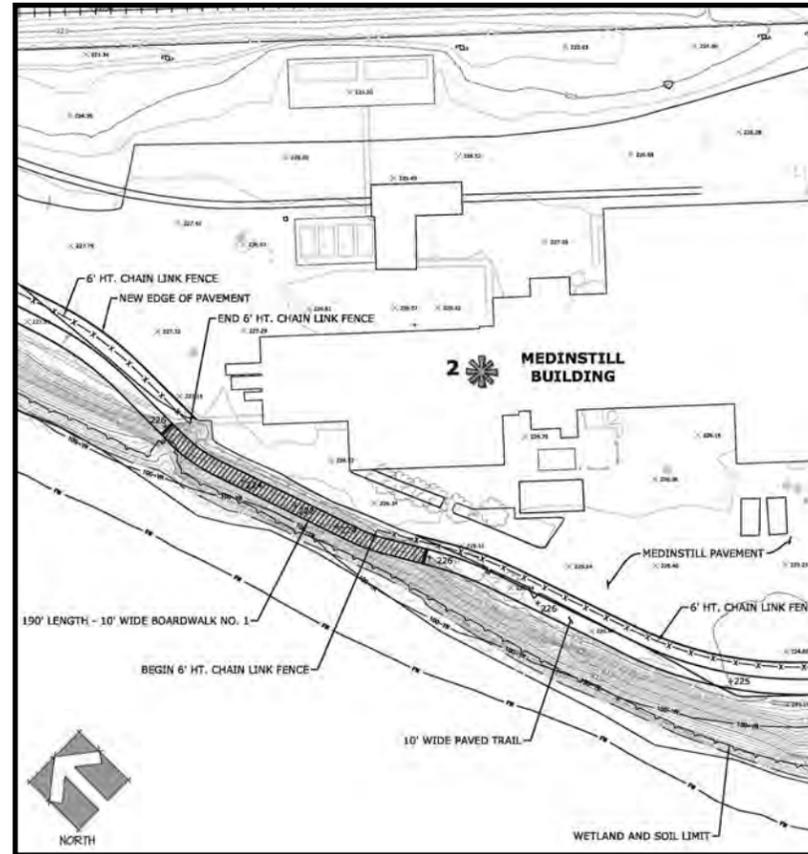
Existing floodplain terrace



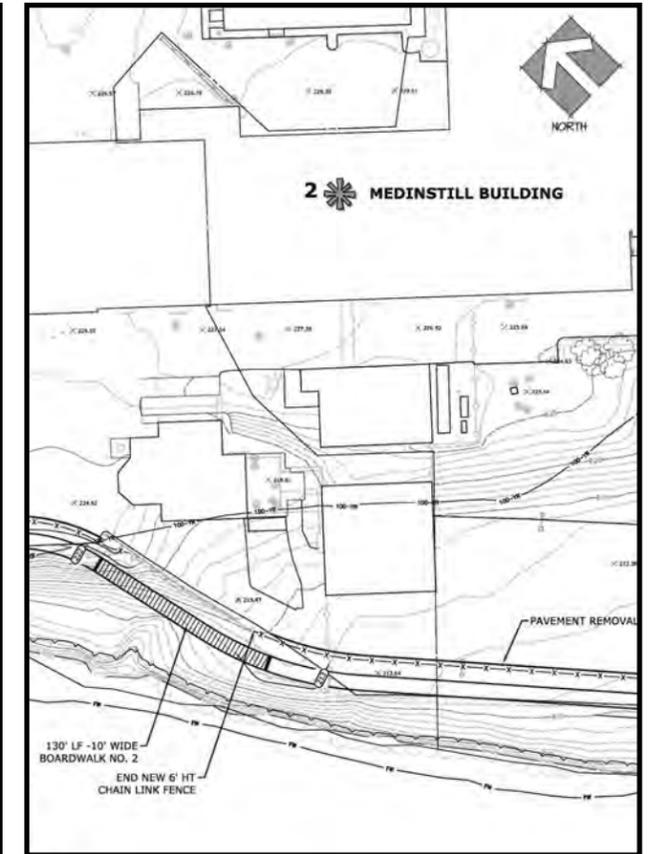
Trail concept

From the base of the ramp, the paved trail, having a width of 10', will be constructed on grade to the entrance of the MEDInstill property at Housatonic Avenue. Two boardwalk structures, one approximately 200' and the other 150', having a width of 10', will be required in order to traverse around the corners of the manufacturing buildings, thus avoiding the need to fill in the adjacent floodplain. Interpretive signs will be incorporated into overlook areas strategically located along the terrace adjacent to the river. A parking area for approximately nine vehicles would be constructed at the terminus of this phase of the trail. In conjunction with the trail construction in close proximity to the MEDInstill facilities, a 6'-high fence and a landscape strip are proposed to provide adequate separation and security between the trail and the manufacturing operations.

In order to construct the trail as described above, property rights will need to be acquired from MEDInstill either in the form of a fee simple interest in the undevelopable portion of their property or a permanent easement for the finished trail with a construction easement for access during construction.



Proposed Boardwalks Adjacent to MEDInstill



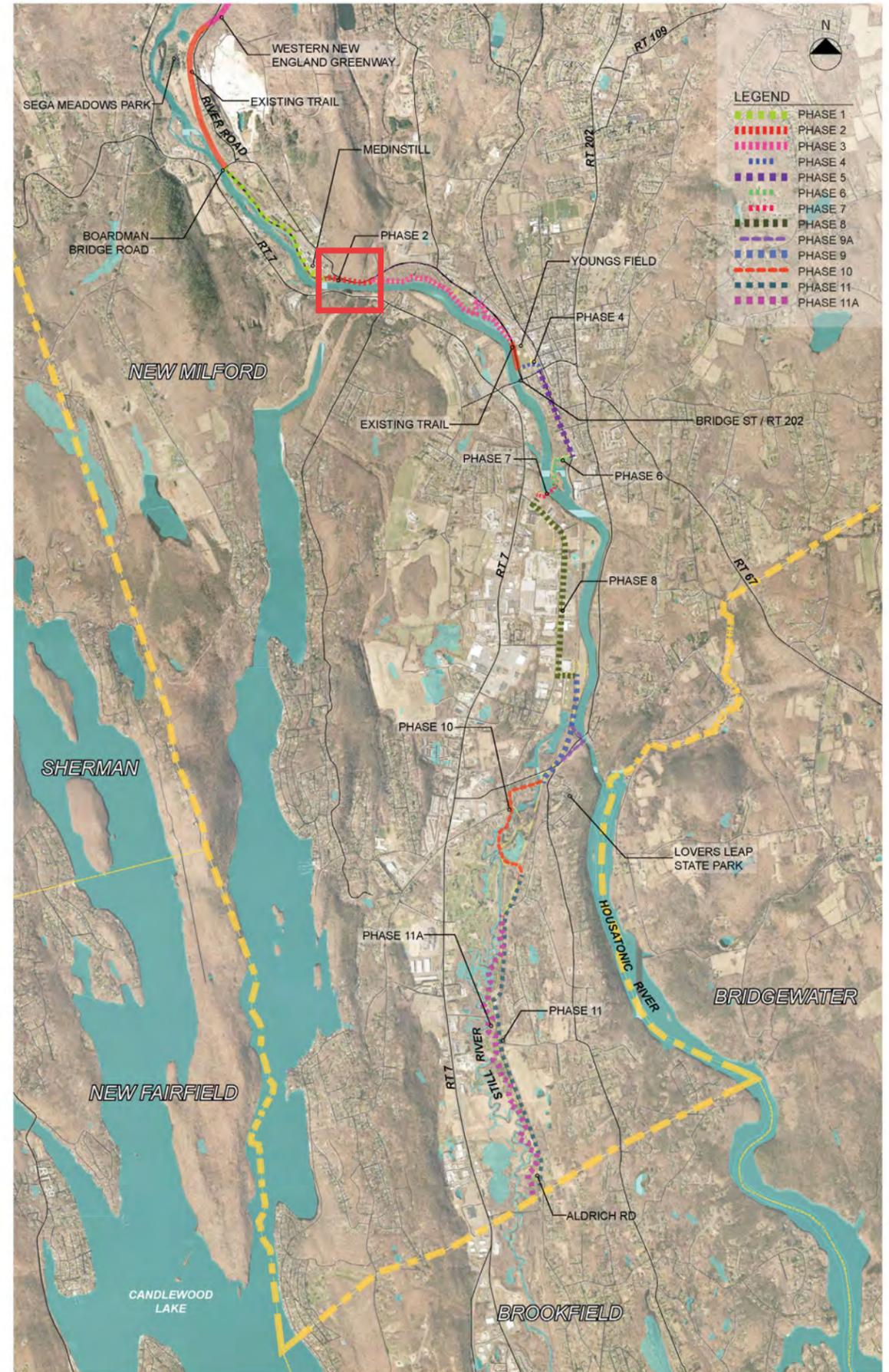
Existing condition of MEDInstill property

Phase 2 – The “Pinch Point”

Plan Sheets 4-6, Distance: 1,845’

Existing Conditions:

From the entrance to MEDInstill for a distance of approximately 1,845’ to the south, the corridor in which a trail can be constructed becomes extremely narrow. Housatonic Avenue at this point is 22’ in width and is sandwiched between the steep embankment supporting the Housatonic Railroad on the east and the steep slope down to the river on the west. The elevation difference between the road and the river in this location is approximately 10’. Part of the slope is now supported by a gabion wall with the balance of this section stabilized by large boulders located in the river. There are electric transmission lines perpendicular to the road emanating from the Rocky River hydropower station located on the west side of the Housatonic River. Much of this section of the trail lies within the floodway of the Housatonic River and nearly all of it, including Housatonic Avenue, is within the boundary of the 100-year floodplain although there is no recollection of this area of Housatonic Avenue having been flooded.



Trail Phase Map

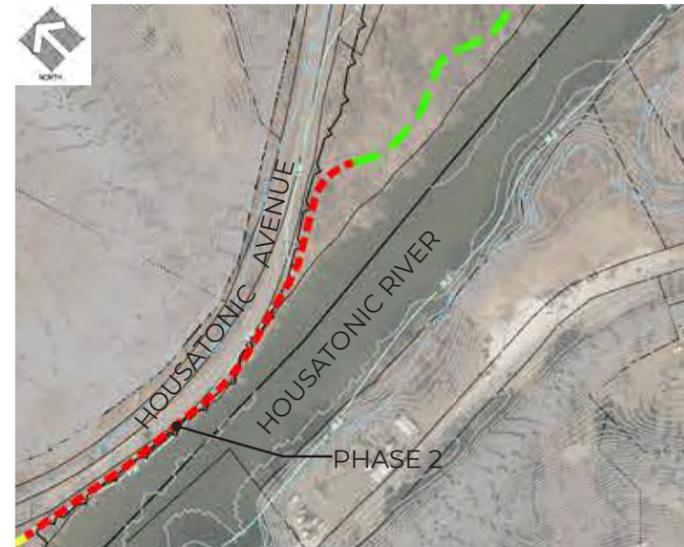
Three alternatives for constructing a trail in this location have been considered, all of which will require permits to work in the floodplain of the Housatonic River. The first is to widen Housatonic Avenue to accommodate the trail at the elevation of the road. A wall extending down to the river would be required to support the widened road. The road cannot be widened to the east since it would require the relocation of the railroad tracks. This alternative will require the possible closing of Housatonic Avenue for its reconstruction.

The second alternative is to place the trail at an elevation between the road and the level of the river. Both the road and the trail would be supported by a stepped wall system. The approaches of the trail would need to be graded to meet ADA standards. Housatonic Avenue will need to be partially closed during construction.

The third alternative would be to construct the trail on an elevated structure supported by piles driven into the slope and the river. The structure could be placed either at the elevation of the road or partially down the slope but above the elevation of the 100-year flood. The drawback to this alternative is the ability to drive piles using equipment placed on the existing road.

Proposed Improvements:

The preferred alternative at the “Pinch Point” is to construct the trail partially down the existing slope using a prefabricated concrete bin wall system with the lower section of wall at the edge of the water and the upper section of the wall supporting the road. Under this alternative, Housatonic Avenue will be partially reconstructed. Local electrical distribution guying poles will need to be reconfigured. The trail will have a width of 10’ and ramps on both ends meeting ADA requirements connecting to the street. The elevated section will have protective railing on the side facing the river. This alternative was selected not only for its aesthetic qualities but also for its reduced impact on the floodway associated with the river.



Existing condition



Existing condition looking from the river



Proposed condition

Phase 3 – Pinch Point to Young’s Field

Sheets 6-10, Distance: 4,580’

Existing Conditions:

The third phase of the project extends from the “Pinch Point” to the vicinity of Patriots Way where the town recently completed a section of the Riverwalk at Young’s Field north of Bridge Street. One route that was considered was a sharrow along Housatonic Avenue for cyclists and sidewalk improvements for pedestrians. In examining this alternative, property owners along the route expressed significant concern about bicycle and pedestrian safety given the narrow width of Housatonic Avenue together with the volume and speed of traffic. Although sidewalk improvements could be located in the street right-of-way, they would be in close proximity to homes and would impact the limited off-street parking and individual driveways.

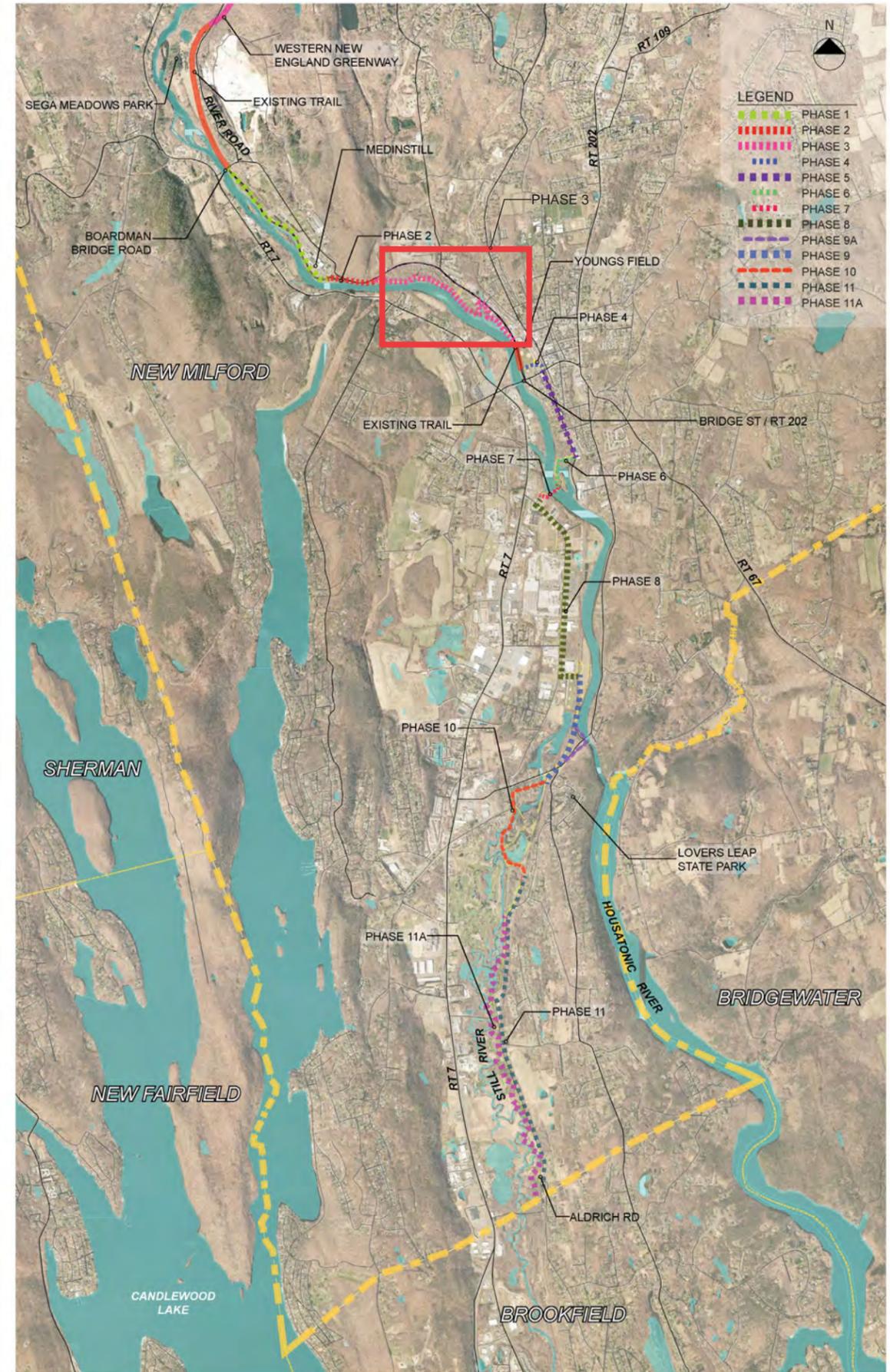
The second alternative that was considered is through Wannuppee Island crossing a backwater area, continuing into Helen Marx Park, and then connecting to the new trail at Patriots Way. Wannuppee Island is a large island consisting of both uplands and wetlands in the floodplain and floodway of the Housatonic River west of Housatonic Avenue. It is rich in wetland and cultural heritage. During colonial times, the island was used to ford the river. In the archaeological report, the island has been identified as being a highly sensitive cultural site. Backwater from the Housatonic River separates the island from the rear of the properties on Housatonic Avenue. The backwater tends to become dry in warm weather months.

Proposed Improvements:

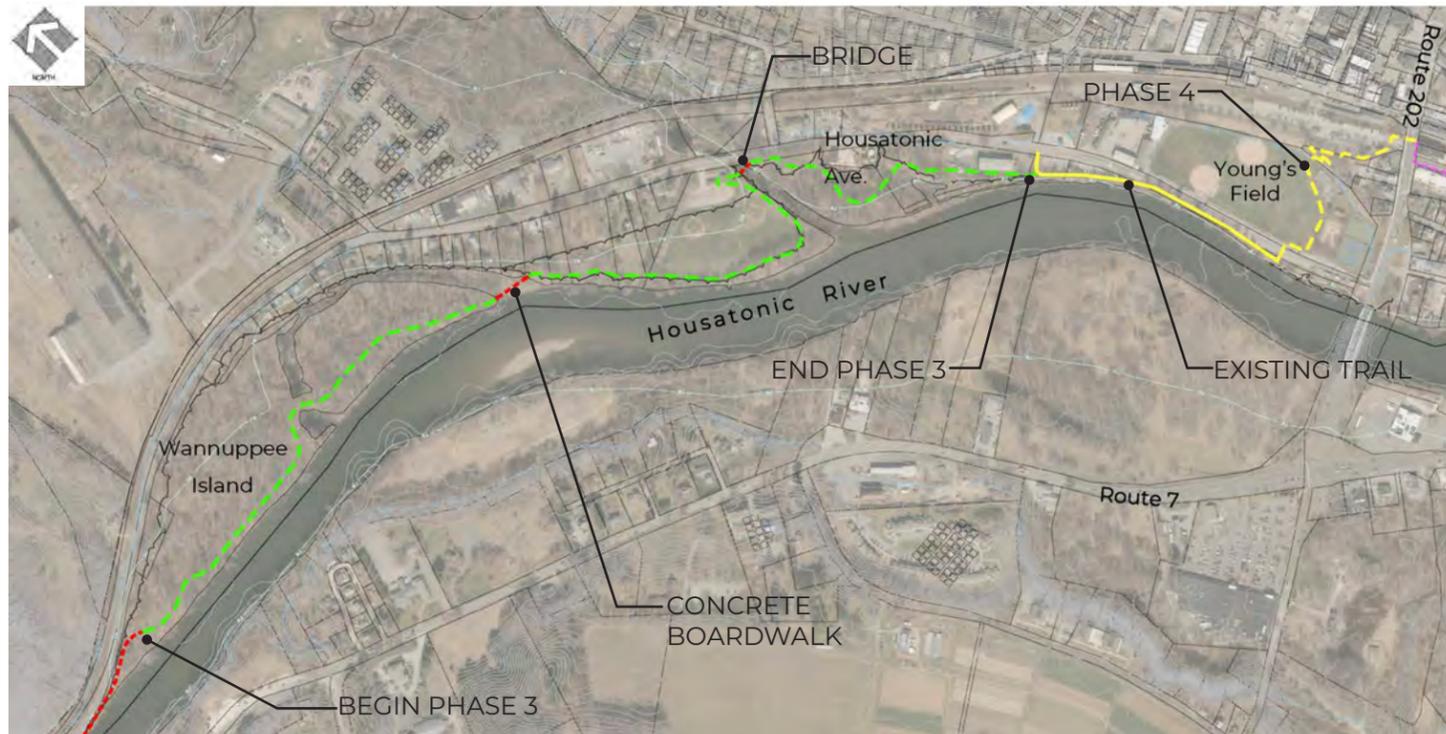
From the beginning of this project, a major objective of the Trail Committee is to bring people close to the river to enjoy its aesthetic value and to learn about the historical and archaeological heritage of the area. Hence, a route through Wannuppee Island is the preferred alternative, notwithstanding its environmental and construction challenges. Starting at the “Pinch Point,” the trail would transition to the gentle slopes of the island to the south end of the island for a distance of approximately 2,160’. The trail would have a paved width of 10’ with portions of the route elevated in order to avoid impacts on the wetland and floodplain. The precise route would be laid out in the field during the next phase of design as part of the formal permitting process.

At the end of Wannuppee Island, the route would cross the backwater of the Housatonic River via a concrete boardwalk having a length of approximately 180’. The boardwalk would be placed on piers slightly above normal water flow and will be subject to seasonal flooding.

After crossing from Wannuppee Island, the route would traverse the rear of five private properties and enter Helen Marx Park following along the banks of the Housatonic River to avoid impacts on the existing athletic fields in the park. The trail will be built on existing grade to avoid filling the floodplain. Landscape improvements will be required to restore the private properties along the route of the trail and to maintain private riverfront access.



Trail Phase Map



Consideration has been given to locating the trail along the northerly boundary of Helen Marx Park to Housatonic Avenue and then continuing on Housatonic Avenue and Young's Field Road as a sharrow to Patriot's Way. This alternative was not selected since the Bike and Trail Committee felt that providing a continuous route in closer proximity to the river as it connects to the completed trail at Young's Field is important for the long-term success of the trail and in stimulating economic activity in downtown New Milford.

At Helen Marx Park, a second pedestrian bridge in this phase of the trail will be needed to cross the Aspetuck River. Located downstream of the existing bridge on Young's Field Road, the bridge will have a length of approximately 80' and will be sufficiently elevated above the 100-year flood elevation. Thereafter, the trail will be located to the rear of two industrial properties located on Young's Field Road. Access easements over these properties will need to be acquired prior to construction of this phase of the project.



Existing Condition along Housatonic Avenue



Existing Condition of Helen Marx Park



West Aspetuck River

Phase 4 – Transition from Young’s Field Road to Bridge Street

Sheet 11, Distance: 1,460’

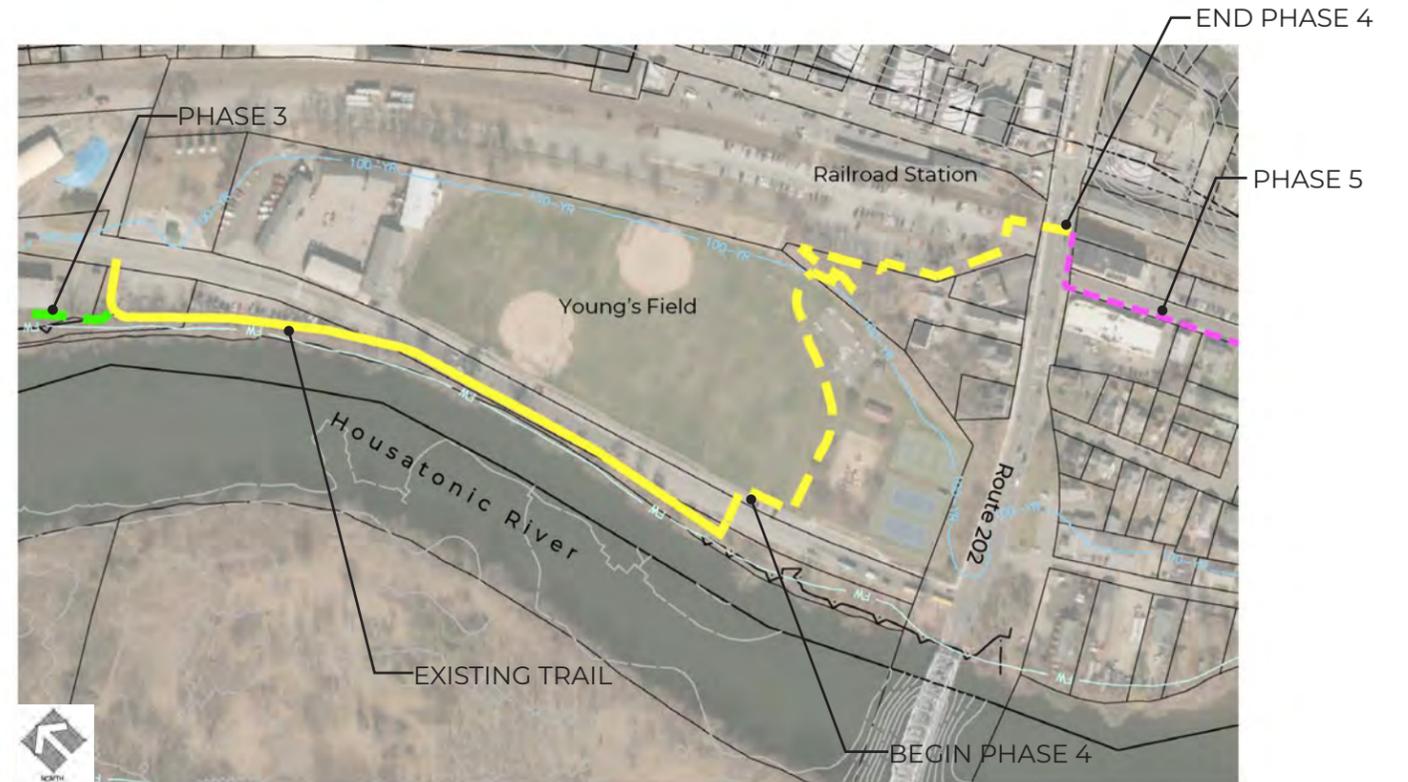
Existing Conditions:

As noted elsewhere in this report, the town recently completed a section of the trail along the Housatonic River on the west side of Young’s Field Road. As part of this preliminary engineering plan, consideration was given to extending the multiuse trail to the south along the river. In order to traverse Bridge Street (U.S. Route 202), two alternatives were examined. One was to pass under Veterans Bridge adjacent to the bridge abutment. This would be accomplished by extending the riprap and the base of the abutment into the river. The second alternative was to build a tunnel under Bridge Street. Under both alternatives, the route would be constructed on the south side of Bridge Street to West Street. Both alternatives were abandoned due to utility conflicts, impacts on private property, the traffic on Bridge Street, and the potential impacts from construction adjacent to the bridge abutment. Existing sidewalks on Bridge Street will continue to allow pedestrian access to the bridge and the Riverwalk at Young’s Field.

Proposed Improvements:

The selected alternative is to construct a trail located on the south end of the Riverwalk past the existing playground and traverse the steep embankment on the east side of the field up to Patriots Way. Thereafter, the trail would follow the edge of Patriots Way to Bridge Street. The total length of the trail in this phase is 1,460’.

The proposed trail will have a width of 10’ where it is adjacent to the field and would then narrow to 8’ on the switchback ramp transitioning up to Patriots Way, a 20’ difference in elevation. A new signal has been designed for the West Street-Patriots Way-Bridge Street intersection. It is recommended that the town work with the Connecticut Department of Transportation (CTDOT) to incorporate a pedestrian phase into the contemplated signal improvements.



Trail at Young’s Field

Phase 5 – West Street from Bridge Street to Hidden Treasure Park

Sheets 11-13, Distance: 2,850'

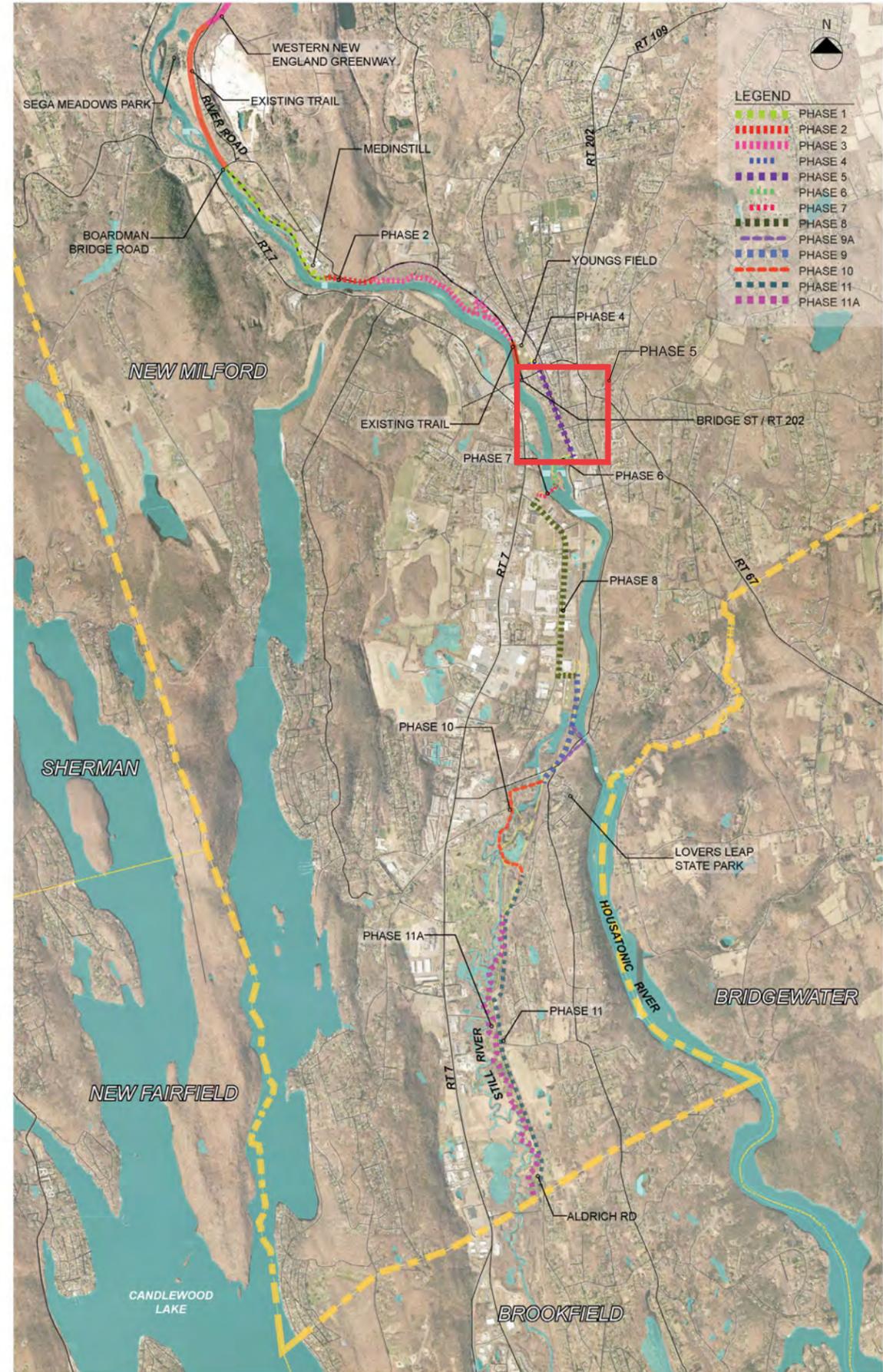
Existing Conditions:

West Street from Bridge Street to the entrance of Hidden Treasure Park (currently undeveloped open space), a distance of approximately 2,850', is a two-lane street having a width of 20' to 22'. There is an existing sidewalk on the west side of West Street from Bridge Street to the bridge over Great Brook, generally in poor condition. Thereafter, a sidewalk gap exists to South Avenue. On the east side of West Street starting at the intersection with South Avenue, an 850' length of sidewalk runs past the sewage treatment plant to Hidden Treasure Park. There are renovated mill buildings located on the east side of the street and smaller residential buildings on the west side, noted in the archaeological report as being significant points of historical interest. West Street provides access to the town's Wastewater Treatment Plant (WTP) and to The Bleachery, a renovated mill building at the end of West Street.

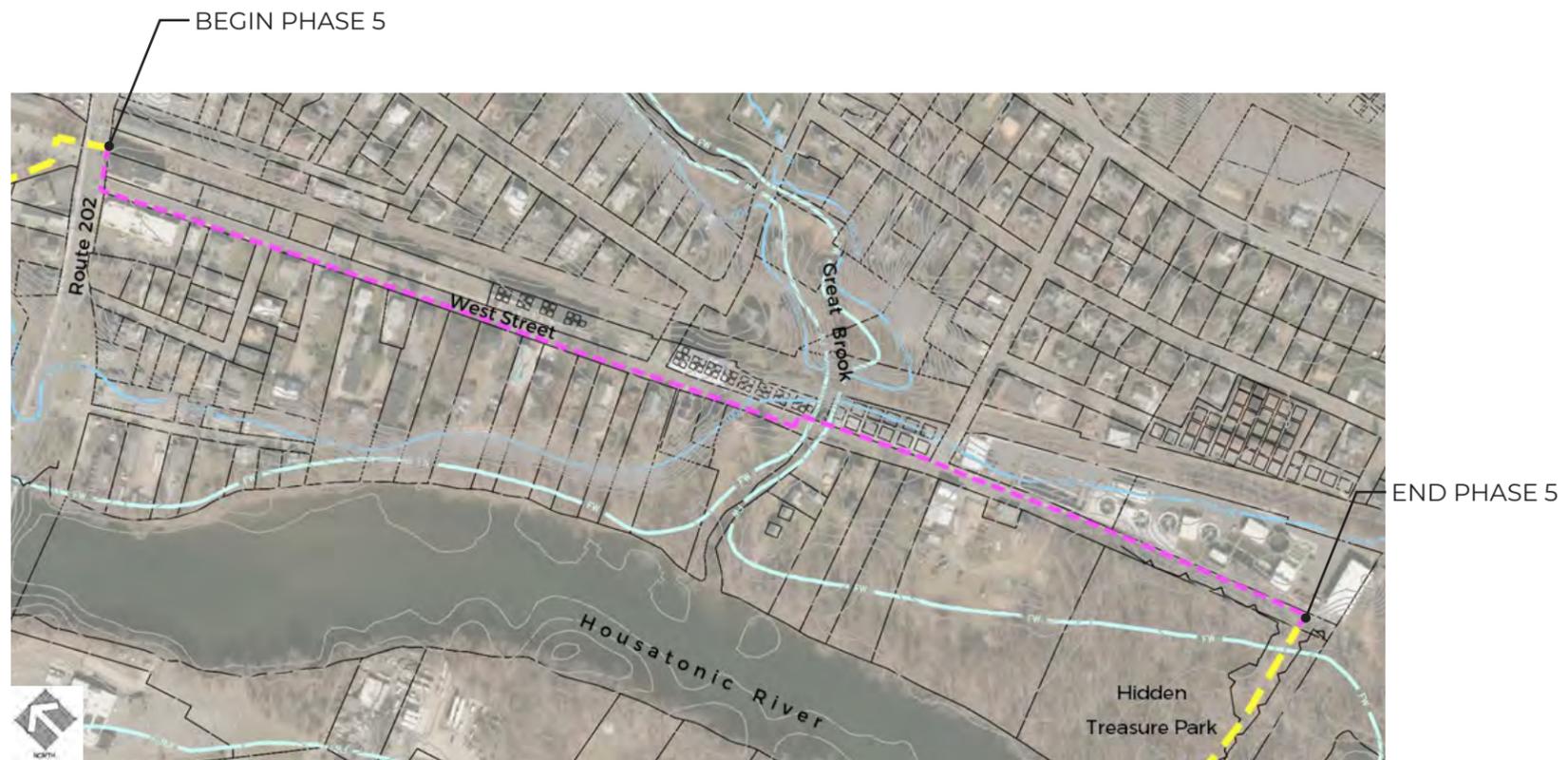
An alternative trail route was considered connecting from the intersections of West Street with South Avenue to Grove Street and proceeding on Grove Street past Lovers Leap State Park to Harrybrooke Park. See the alternative discussion in Phase 7 - Housatic River Crossing for a review of this alternative.

Proposed Improvements:

The improvements in this phase of the trail include the construction of 1,500' of new sidewalks and driveway curb cuts on the west side of West Street from Bridge Street to the new bridge over the Great Brook watercourse. In addition, a section of new sidewalk on the east side of West Street will be constructed from Great Brook to South Avenue (a distance of 230'). There will be a signed crosswalk to allow pedestrians to cross from one side to the other at Great Brook bridge. The width of the sidewalk will be 5' and constructed within the existing street right-of-way. West Street will be marked as a sharrow and will be widened on its western side for a short distance, approximately 200', to accommodate new sidewalks in the vicinity of the historic buildings on the east side of West Street.



Trail Phase Map



West Street Looking South from Bridge Street



West Street Bridge Over Great Brook

Phase 6 – Hidden Treasure Park

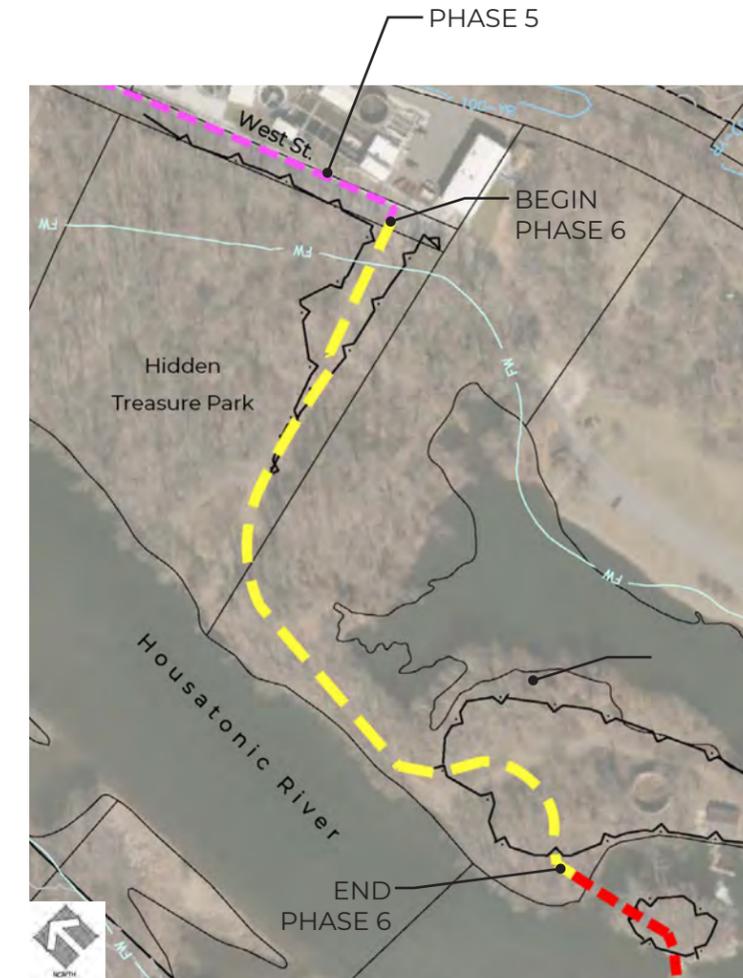
Sheets 13-14, Distance: 1,120'

Existing Conditions:

Hidden Treasure is an undeveloped open space area (not yet designated as an official park) located on West Street opposite the WTP with extensive frontage on the Housatonic River. The site is mostly undeveloped except for the abandoned powerhouse and water storage tank that once served The Bleachery. The powerhouse is in significant disrepair and has been fenced to discourage access to the building. The site also has a canoe portage around the dam associated with the powerhouse. The property should be evaluated for the presence of regulated materials associated with the prior use before constructing significant site improvements.

Proposed Improvements:

Consistent with the concept plans for Hidden Treasure, the improvements will include the construction of a trail from West Street to the vicinity of the powerhouse, a distance of approximately 1,120'. A gravel parking lot for 10 vehicles will be constructed near the entrance to the property. The trail will have a width of 10' constructed on grade using a stone surface initially that can be converted to a paved trail when activity increases. Eventually, a portion of the trail (280') will need to be elevated in order to provide sufficient elevation meeting ADA requirements to connect to the proposed pedestrian bridge over the Housatonic River (Phase 7). Wetland and floodplain permits will be required for this phase of the trail. In addition, soil will need to be tested for potential contaminants as part of the preliminary design and permitting where excavation will be required.



Existing Trail Condition at Hidden Treasure Park Open Space



Existing Powerhouse and Storage Tank

Phase 7 – Housatonic River Crossing

Sheets 14-15, Distance: 1,280'

Existing Conditions:

Several alternatives were evaluated for crossing the Housatonic River. One was the potential for placing a new bridge on the existing abutments of the railroad bridge south of The Bleachery. The bridge lies well within the regulated flood elevation of the Housatonic River. Officials of the Housatonic Railroad opposed this alternative.

The second alternative would be to construct a new bridge in the upstream shadow of the existing bridge. This would require the construction of new piers in the Housatonic River and approach trails on The Bleachery property and on the privately held property to the south.

The third alternative was to design a side path on Grove Street that bypasses the Housatonic River Crossing. A sharrow system was considered, but high traffic volumes and traffic speeds exceed recommended guidelines. The side path would be constructed from the intersection of South Avenue and Grove Street running southerly to Still River Drive and Harrybrooke Park. Existing residential houses close to Grove Street on both sides of the street combined with steep, rocky side slopes on the east side of Grove Street create difficult existing conditions for the design of a side path on Grove Street. The challenging physical conditions combined with the high speed/high traffic volume on Grove Street led to other preferred alternatives.

The fourth alternative considered was to locate the bridge in the vicinity of the existing dam, taking advantage of the island located immediately across from the powerhouse to shorten the span needed to cross the river. Each of these alternatives will require extensive regulatory approvals to demonstrate the consistency with flood management principles. In addition, borings will be required for the foundations for the bridge abutments.

Proposed Improvements:

The preferred alternative for crossing the Housatonic River is the construction of a bridge located in proximity of the dam. There would be two spans, one 175' in length and the other 260' in length. The pedestrian bridge would be a prefabricated structure with a clear width of 10'. Taking a conservative approach, the low chord of the bridge structure will be 1' above the elevation of the 100-year flood as shown in the FEMA report for New Milford. Refinement of the flood elevation will be required during the next phase of the project design.

On the west side of the river, the trail will continue winding up the steep hill to Pickett District Road. The trail will have a paved width of 10' and 6' shoulders on each side. This will require extensive regrading of the slope to achieve ADA compliance and to provide construction access. Property rights will need to be acquired from the State of Connecticut and another private property.



View Upstream of Dam in the Housatonic River



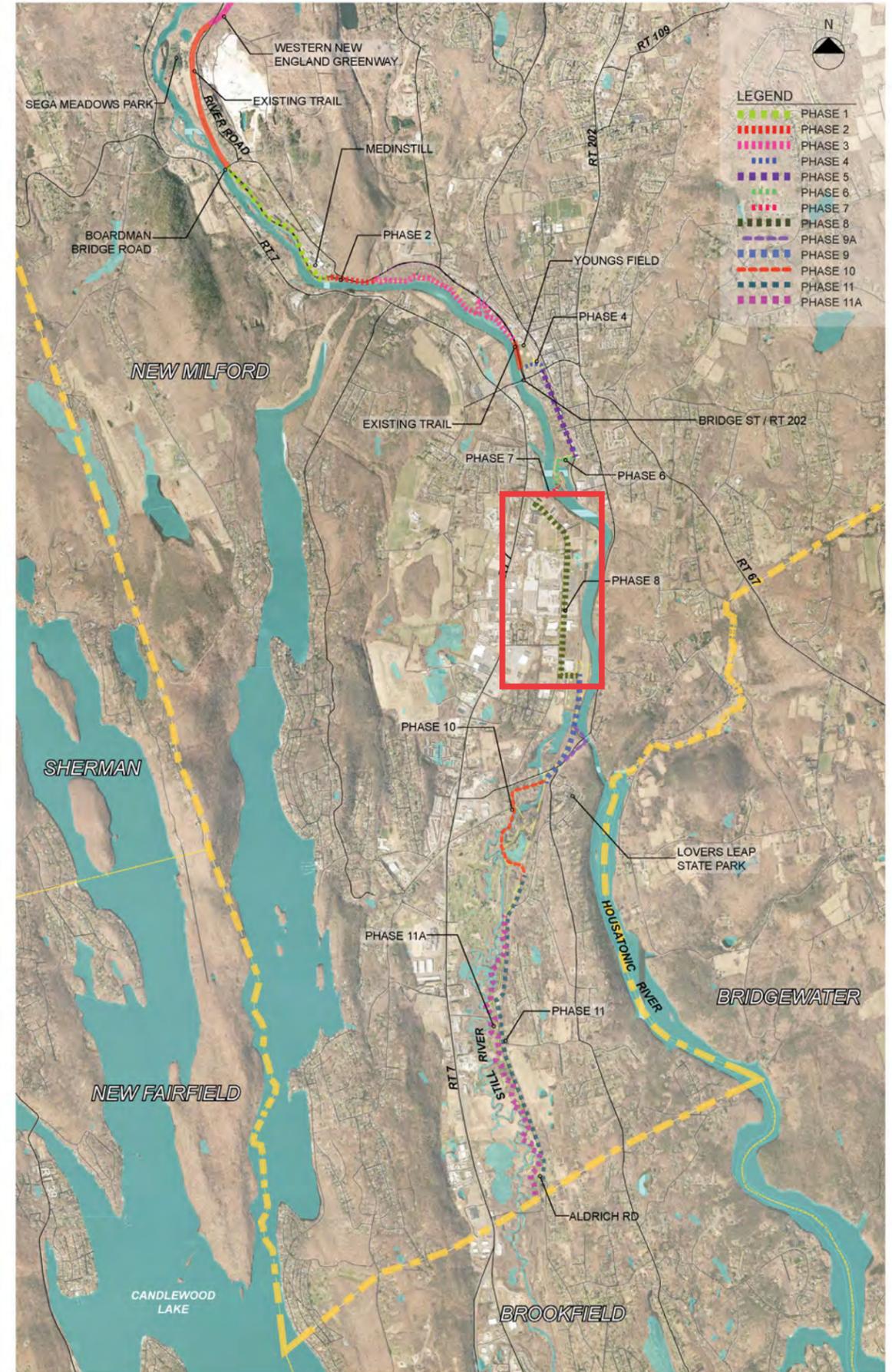
Existing Railroad Bridge at the Bleachery

Phase 8 – Pettibone Community Center to Pickett District Fields

Sheets 15-20, Distance: 6,305'

Existing Conditions:

One of the objectives of constructing a trail is to connect public recreation facilities. There are several public and private recreation sites located on the west side of the river: Pettibone Community Center, Pickett District Fields, Lovers Leap State Park, and Harrybrooke Park. This phase of the trail is planned to connect Pettibone Community Center to Pickett District Fields. The land uses along Pickett District Road in this phase are generally industrial including the Kimberly Clark complex. Large manufacturing facilities are set back from Pickett District Road making it conducive to construct a side path along the road. There is an existing railroad side track that serves Kimberly Clark that will need to be crossed by a new trail.



Trail Phase Map

Proposed Improvements:

The route of this phase will start at the entrance to Pettibone Community Center and will follow the western edge of Pickett District Road to the existing dog park as a side path. At that point, the trail will cross to the east side of Pickett District Road. Thereafter, the trail will be a side path paralleling Pickett District Road on the east side to the entrance to Pickett District Fields and terminating at the parking lot for the fields. The overall distance of this phase is approximately 6,305'. The paved trail will have a width of 10'. Where it is located adjacent to Pickett District Road, the trail should have a minimum distance from the edge of the pavement of 5' wherever possible.

This phase of the trail could be included in the planned improvements to the road, possibly shifting the road slightly to the west to provide an adequately sized landscape strip between the trail and the street. Crossing the rail siding will need to be coordinated with Kimberly Clark and the Housatonic Railroad. The final location of the side path will need to be discussed with Kimberly Clark with respect to pedestrian safety, landscape maintenance, and similar property issues.

The design of the river trail along Pickett District Road was viewed by the Trail Committee as a positive for Kimberly Clark employees and associated businesses in the area and in providing a strong physical connection to the north toward the Housatonic River, West Street, and ultimately the downtown. The southerly linkages to the town ballfields on Pickett District Road, the Nature Conservancy land, and Lovers Leap State Park were also determined to be highly desirable river trail connections.



Existing Condition on Pickett District Road



Proposed Condition

Phase 9 – Pickett District Fields to Still River Drive

Sheets 20-23, Distance: 4,235'

Existing Conditions:

The corridor from the Pickett District Fields to Still River Road in the vicinity of Lovers Leap State Park offers a number of opportunities and visual access to an undeveloped section of the Housatonic but is not without several challenges. The most significant will be the crossing of the Housatonic Railroad to gain access to a property owned by the Nature Conservancy (TNC). In addition, at the southerly boundary of TNC property is the confluence of the Still River with the Housatonic River where there is an abandoned railroad crossing. On the south side of the Still River is the site where there are remnant foundations of the Bridgeport Woodworks and an opportunity for cultural interpretation. Finally, by following the abandoned railroad route, the trail will provide a connection to Lovers Leap State Park. This area is noted in the archaeological report as a site of known precontact activity. With numerous significant findings on record, accommodation of the sensitive artifacts presents an opportunity for incorporating interpretive displays into the design of the trail.

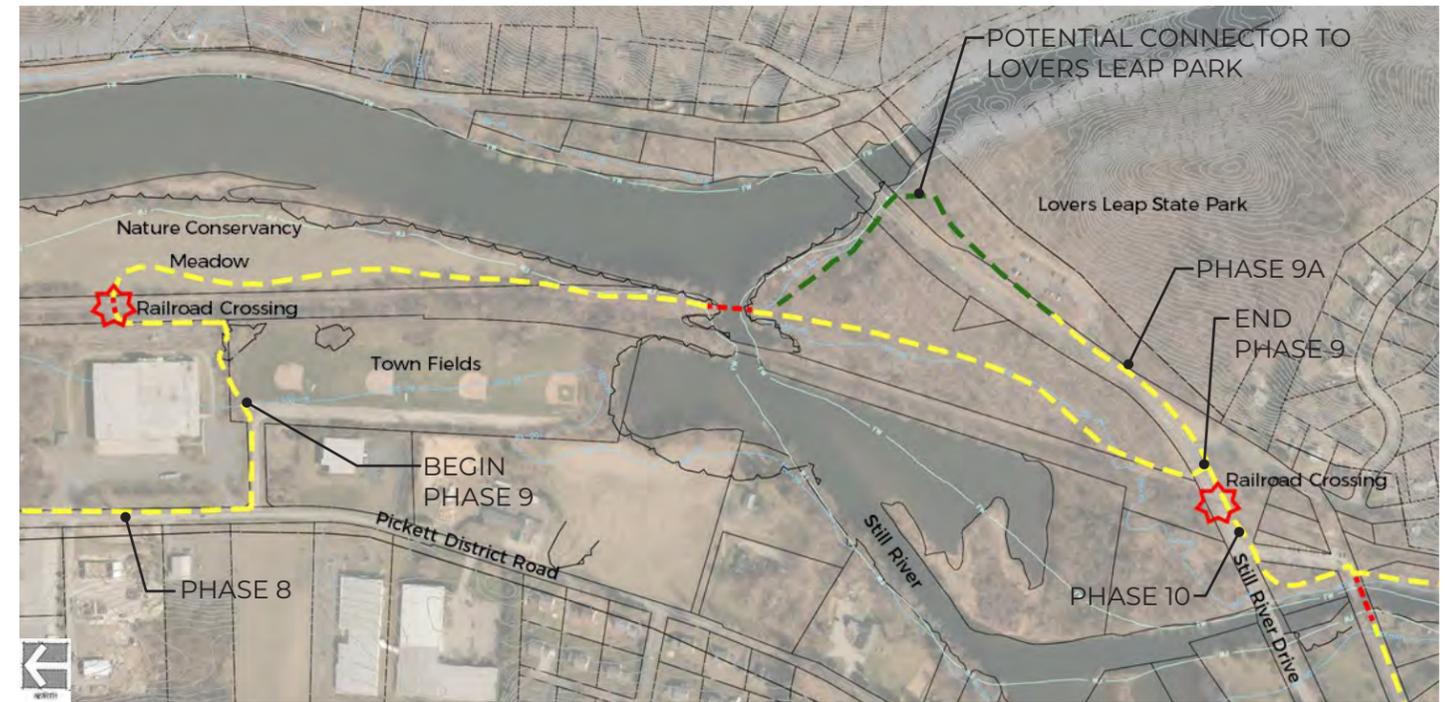
Proposed Improvements:

From the parking lot at the Pickett District Fields, the trail will cross the active railroad tracks in a new location. Preliminary review of the recorded deed of TNC property indicates the right to use this crossing. A formal legal opinion should be requested to confirm the ability of TNC to convey an easement to the town for the construction of the trail using the existing crossing. Preliminary discussions with Housatonic Railroad management indicates a willingness to change the location of the existing rail crossing with the understanding that legislative approval and associated permits from the CTDOT will be required for the new crossing location.

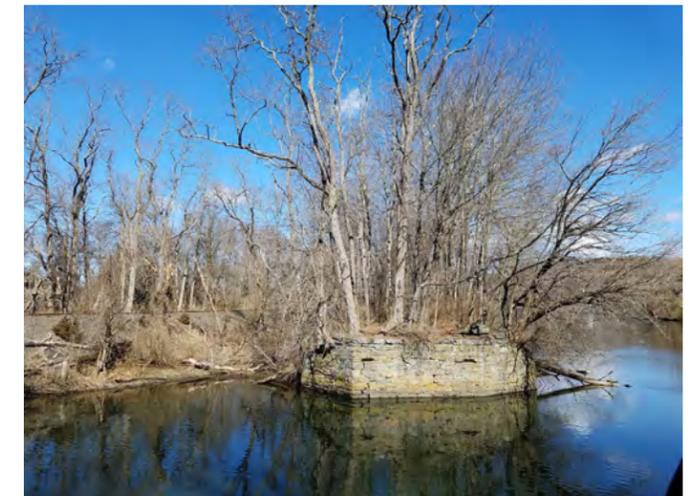
After crossing the tracks, the trail will turn south following the railroad tracks toward the confluence of the Still River, for a distance of approximately 1,900'. Nearly all this segment will be within the boundary of the 100-year floodplain and built on the existing grade. However, a short section of trail at the new bridge crossing for the Still River will be within the floodway and flood storage compensation will be required.

The trail will cross over the confluence of the Still River and the Housatonic in the same location as the old railroad crossing. The existing abutments will remain untouched. New concrete abutments will be built behind the existing abutments to support a new pedestrian bridge having a length of approximately 200'. The north abutment will be within the floodplain boundary. The southerly abutment will be outside the floodplain. Further archaeological studies will be required as part of the design process and submitted for review and approval by the State Historic Preservation Office (SHPO). In addition, a full title section of the property will be needed as part of the next phase of design.

The final section of this phase of the trail will extend from the bridge over the Still River south to Still River Drive following the route of the abandoned rail bed for a distance of approximately 1,450'. The trail will be built on existing grade except for a short section where minor filling will be required.



Nature Conservancy Meadow



Former Railroad Crossing at Still River



Existing Railroad Crossing Near Pickett District Road



Phase 9A – Sidewalk on Still River Drive

Sheets 22-23, Distance: 450'

In order to complete the connection from the trail to Lovers Leap Park, a sidewalk will be constructed from the intersection of Pumpkin Hill Road and Still River Drive to the entrance drive to the park. The side path will have a width of 8' and a length of 450'. Sharrows will be established for bicyclists on Still River Drive.

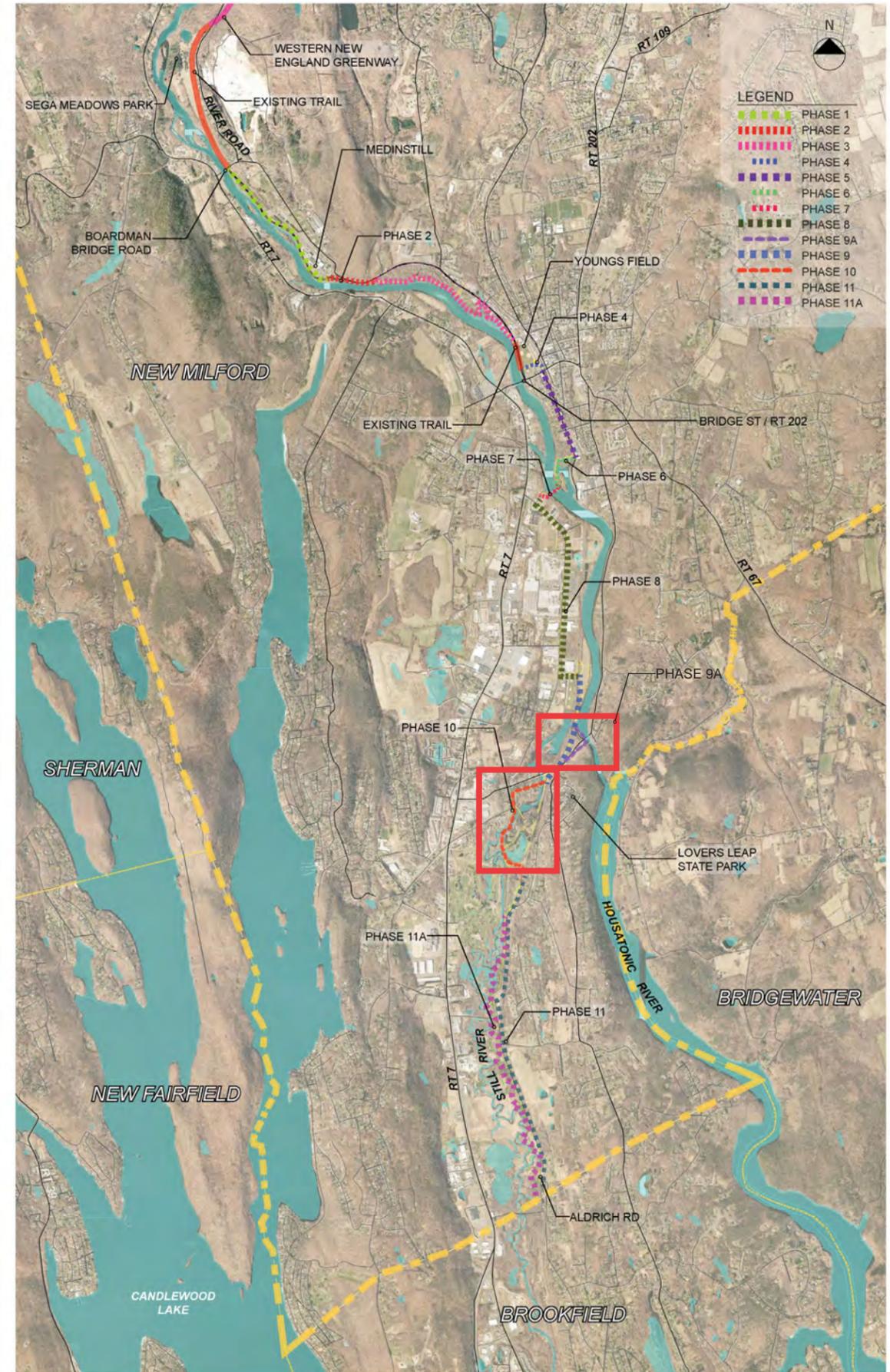
Phase 10 – Still River Drive and Harrybrooke Park

Sheets 23-27, Distance: 4,350'

Existing Conditions:

A major destination point on the route of the trail between New Milford and Brookfield is Harrybrooke Park, the entrance to which is located on Franks Lane that parallels the Housatonic railroad. When the trail crosses Still River Drive, the active rail will require a new pedestrian crossing. In discussions with the railroad, modifications/improvements to the existing railroad crossing should be achievable. The 48-acre park is privately owned by a trust but open to the public for walking along its extensive network of paths, picnicking, and for holding special events. There is a one-way loop road that traverses through the park exiting onto Lanesville Drive. The park is open from dawn to dusk.

One alternative route that was considered at the outset of this study was to utilize the westerly side of the right-of-way of the railroad extending from Still River Drive all the way to Brookfield. Aside from the position of the Housatonic Railroad against having a trail adjacent to an active railroad, there are numerous pockets of wetlands that would need to be either filled or bridged in order to construct a trail. Therefore, using the existing network of trails within Harrybrooke was considered to be a better alternative. However, in preliminary discussions with the management of the park, it was determined that utilizing the existing trails would interfere with park activities and a new trail would be preferred beginning at the exit from the park.



Trail Phase Map

Proposed Improvements:

Starting at the intersection of Pumpkin Hill Road and Still River Drive, the trail will extend to the entrance to Harrybrooke Park. This connection will be a side path on the south side of Still River Road that will cross the railroad tracks and Franks Lane, continuing thereafter as a multiuse trail to the entrance to the park at Lanesville Road on property that is identified as being owned by now/formerly United Water Company, Inc. (presumably by its successor, Aquarion Water Company). Crossing the railroad tracks will require the installation of crossing gates for the pedestrians to be coordinated with Housatonic Railroad.

Within Harrybrooke Park, the multiuse trail will be located from a new entry on Lanesville Drive and follow the west side of the Still River to a point opposite the existing residence in the park where a pedestrian bridge will be constructed. Because of the steep slopes on the west side of the river, sections of boardwalks and retaining walls will be needed to provide an accessible route that will traverse the slope. On the east side of Still River, the route will continue behind the maintenance barn connecting eventually to the park driveway. In order to have a separate route for vehicles and bicyclists, the proposal calls for the construction of a section of access drive and using the existing drive as the bicycle path in order to avoid some of the landscape and educational features of the park. The overall length of this phase of the trail is approximately 4,350’.

While Harrybrooke Park is open to the public, the town will need to obtain rights to construct the trail and allow the public to use it.



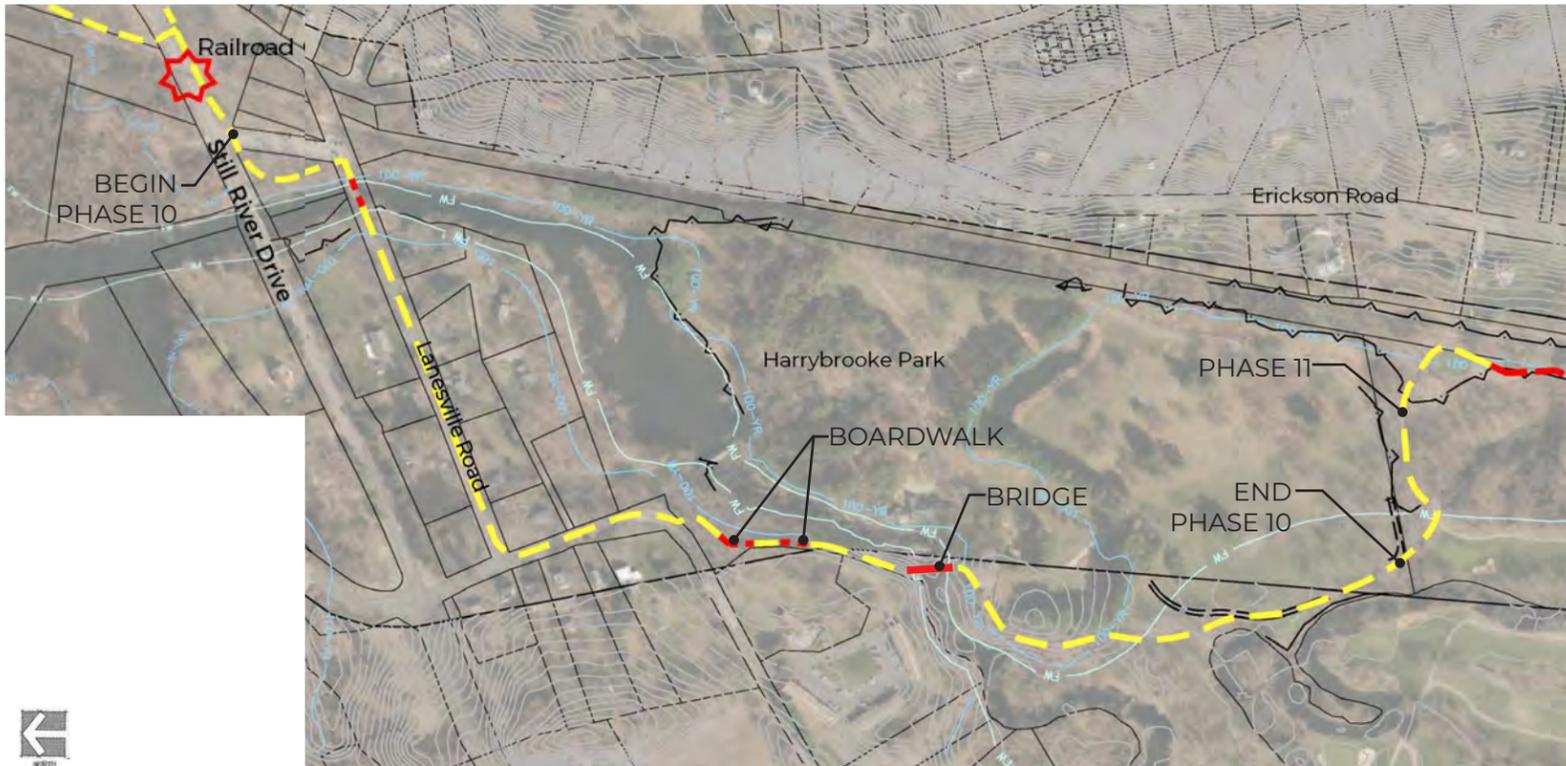
Entrance & Parking at Still River Drive to Harrybrooke Park



Existing Lanesville Drive Bridge



View of Still River in Harrybrooke Park



Phase 11 – Candlewood Valley Country Club to Brookfield Town Line

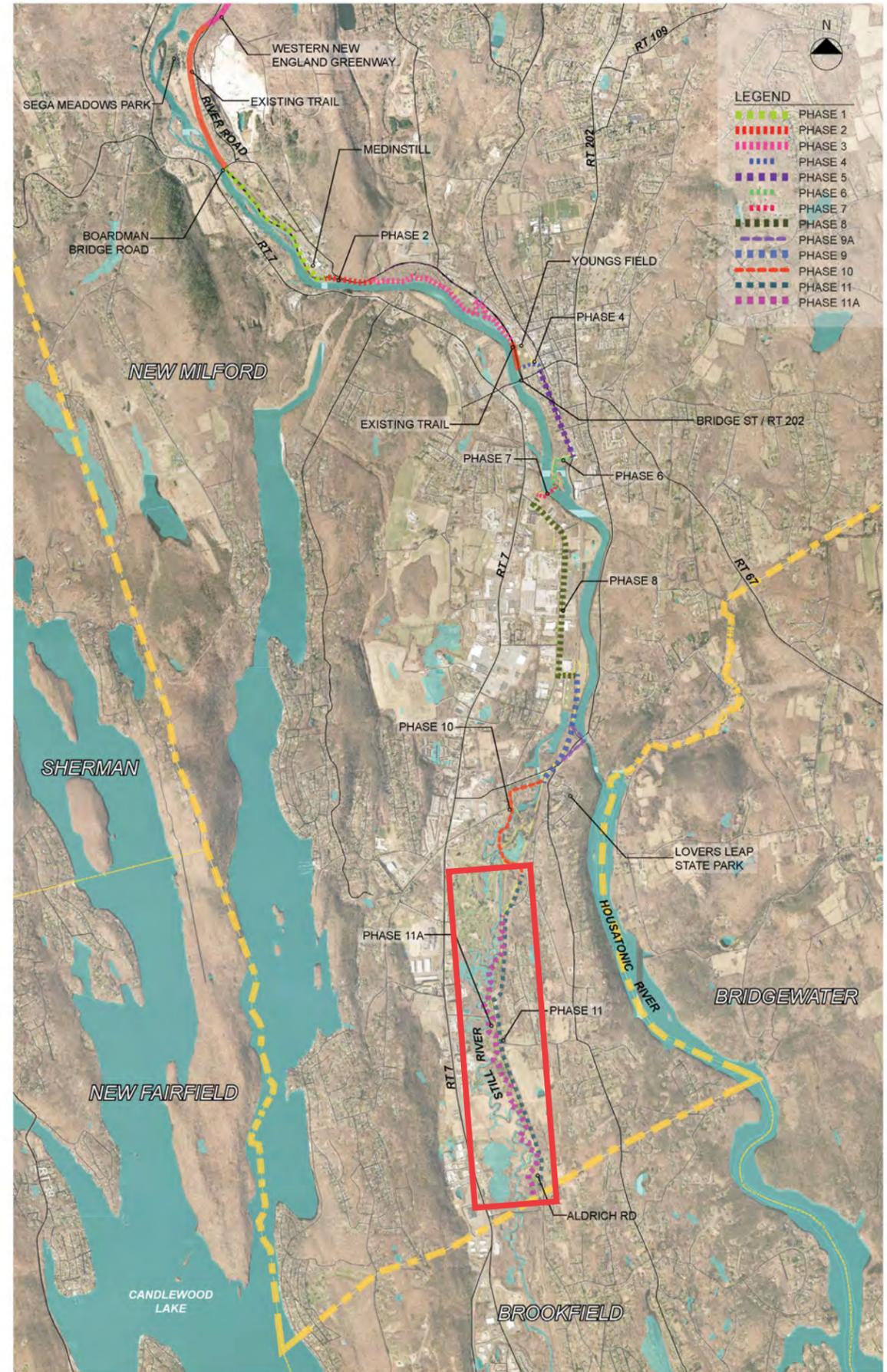
Sheets 27-35, Distance: 10,700'

Existing Conditions:

A goal of the New Milford Bike and Trail Committee is to have an off-road multiuse trail wherever possible connecting to the planned trail in Brookfield. However, the existing conditions in the corridor from Candlewood Valley Country Club to the Brookfield town line are generally not conducive for a separate path due to topographic and natural resource factors. Candlewood Valley Country Club is located immediately to the south of Harrybrooke Park and adjacent to the Housatonic Railroad. The Still River and its floodway and floodplain are in close proximity to Erickson Road. In areas where there is sufficient land west of Erickson Road, the floodplain has sensitive wetlands and archaeological resources that are protected in large part by the Weantinoge Heritage Land Trust.

Proposed Improvements:

The bicycle route from Candlewood Valley Country Club to Brookfield will have two components. The first will be a multiuse trail and the second will be a sharrow following the existing town road. Beginning at the southern property line of Harrybrooke Park, a short section (100') multiuse trail is proposed to connect to the existing golf cart path located on the Candlewood Valley Country Club. Where the cart path turns away from the Housatonic Railroad right-of-way, a new trail will be constructed that will be connected to Erickson Road. The trail will be constructed at grade along the edge of the 100-year floodplain. In areas where the trail could be impacted by golf, screening would be installed to protect the trail users from errant golf balls. The length of trail on the golf club property is approximately 2,305'. Permissions and easements will be required from Candlewood Valley Country Club or the future owners. From Candlewood Valley Country Club, the trail is to be a sharrow system for bikes utilizing Erickson Road and Aldrich Road. Pedestrian use will be incorporated in Phase 11A with a walk along the Still River.



Trail Phase Map



Existing Boardwalk at Candlewood Valley Country Club



Existing Cart Path at Candlewood Valley Country Club

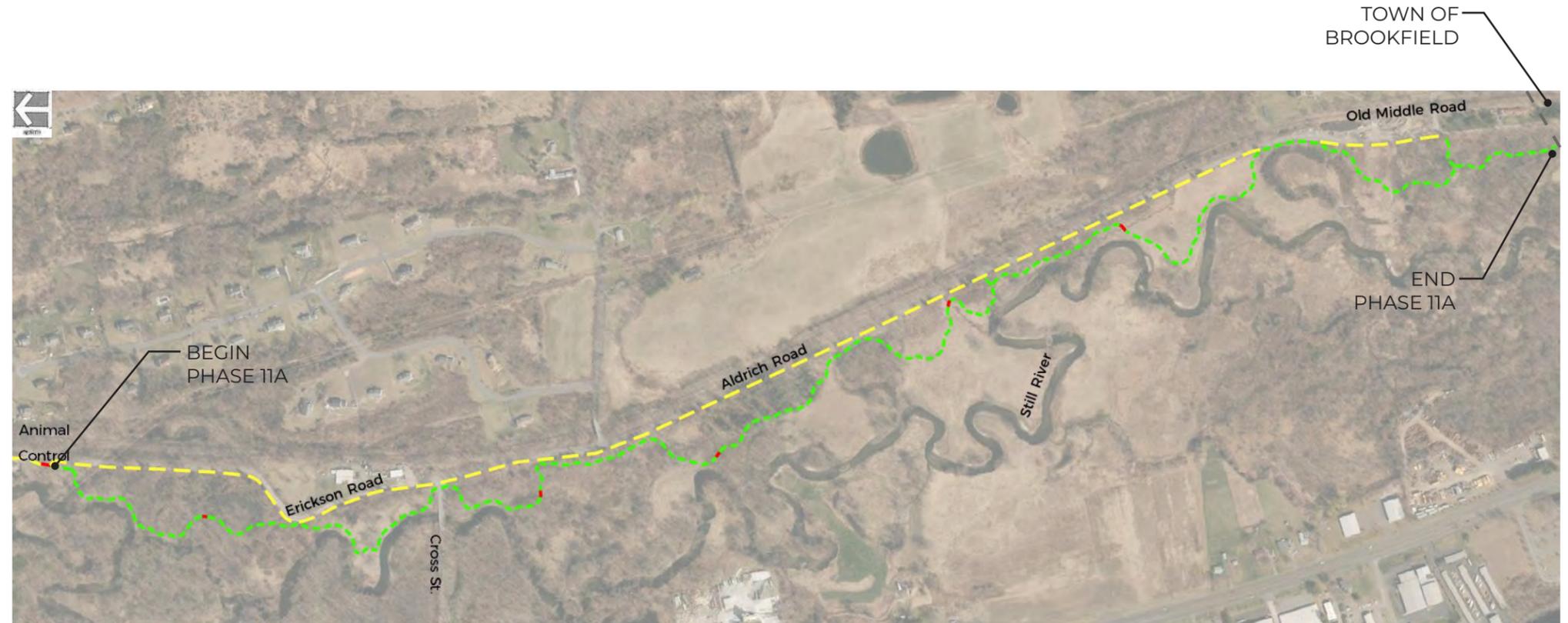
Phase 11A – Nature Trail from Erickson Road to Brookfield Town Line

Sheets 28-35, Distance: 9,600'

Existing Conditions:

As previously noted, constructing a side path along Erickson Road to accommodate both bicycles and pedestrians would require extensive filling and retaining walls to support the trail. An alternate pedestrian route has been selected that will offer the trail user an entirely different experience on the beauty of the Still River floodplain.

The Still River floodplain is a known cultural resource with significant evidence of precontact Native American activities along the river. A soft walking trail winding through the beautiful meadows and woodland of the Still River floodplain will need to be reviewed for impacts on these cultural resources.



Proposed Improvements:

From the point where the multiuse trail ends at Erickson Road, the walking trail would meander through the floodplain, located to avoid sensitive wetlands and other resources. The trail will be 6' wide and have a soft surface constructed on grade. Footbridges would be used to cross small streams. A section of retaining wall will be required where the trail comes in close proximity with Aldrich Road. Interpretive signs could be installed to explain the natural and cultural heritage of the area. There will be two intermediate trail access points: one from the newly constructed canoe launch at the New Milford Dog Pound and the other from a second planned canoe launch. A trailhead with parking will be constructed at the Aldrich Road and Old Mill Road intersection. The overall length of the trail would be approximately 9,600'. Easements will be required from Weantinoge Heritage Land Trust, Candlewood Valley Country Club, the CTDOT, and several other private landowners. Wetland and floodplain permits will be required for all of this phase of work.



Existing Wetland and Meadows Surrounding the Still River



Proposed Soft Trail

4.0 PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS

A preliminary opinion of probable construction costs has been prepared based on 2018 costs. The projections include design, inspection, and construction contingencies. The costs do not include “soft” costs for administering the project by the town or other financing costs. Before proceeding with any phase, the costs should be updated to reflect the cost at the time of construction.

May 4, 2018	New Milford Greenway Conceptual Budget for Improvements
Phase 1	\$2,220,000
Phase 2	\$2,000,000
Phase 3	\$3,100,000
Phase 4	\$700,000
Phase 5	\$400,000
Phase 6	\$350,000
Phase 7	\$3,000,000
Phase 8	\$2,000,000
Phase 9	\$2,150,000
Phase 9A	\$150,000
Phase 10	\$1,500,000
Phase 11	\$600,000
Phase 11A	\$420,000
Total	\$18,590,000

5.0 NEXT STEPS

The completion of the Preliminary Engineering Report is just the first step of many toward implementing New Milford's vision for the New Milford River Trail. Given the length of the project and its significant capital cost, the development of the trail should be considered a 20-year endeavor. While this may seem to be long time in the future, the reality is that similar greenway and bikeway projects in Connecticut have taken longer to be fully completed. The Farmington Canal Heritage Greenway in Cheshire, for example, started in 1990 and was finished in 2017. The master plan for the greenway in New Haven was completed in 1998, and the final section is expected to begin construction in 2018. With perseverance, the individual trail segments described in this report can be accomplished as funding becomes available.

5.1 Formal Adoption of the Report

It is recommended that the next step toward implementation should be the formal adoption of the plan and report by the New Milford Town Council. The council is not necessarily committing construction funding by adoption but is giving its approval as a long-term initiative. This step is important as the town seeks grants for design and construction from federal, state, and other sources.

The plan should also be included in the upcoming revisions to the Plan of Conservation and Development (POCD). While the concept for a trail was identified in the current POCD, the route of the trail can now be illustrated more definitively, thus further indicating the town's commitment to the initiative.

Finally, by its adoption by the Town Council and incorporation into the POCD, the implementation of pieces of the trail can be constructed as part of other town-sponsored projects. For example, when public works improvements are undertaken along Pickett District Road, for example, that segment of the trail can be readily included, and possibly funded, as part of that project. This same approach can be taken as opportunities arise.

5.2 Sources of Funding

Transportation Alternative/Enhancement Funds

Most greenway and bikeway trails that have been built in Connecticut since 1990 have been funded by public grants. In most instances, the Federal Highway Administration (FHWA) provided funds passed through the CTDOT under the enhancement section of the federal transportation authorization. In the past, the local municipality had to match 20 percent of the federal grant that covered design, eligible property acquisition, and construction. It is likely that such funding will continue to be available when Congress passes the next highway appropriation. However, in order to be eligible, the project must become part of the regional Transportation Improvement Plan (TIP), which then gets approval for eligibility from CTDOT. Since funding is limited by region, the competition for funding is rigorous.

Recreational Trails Program

The Recreation Trails Program administered by the Connecticut Department of Energy & Environmental Protection (CTDEEP) has provided trail design and construction grants in the past. The source of the funds is through state bonds and the grants tend to be relatively small, generally not exceeding \$500,000. The competition for the funds is significant, but the New Milford trail system would probably be appealing to CTDEEP because of its proximity to other recreational resources.

STEAP Grants

Trails are eligible for the Small Town Economic Assistance Program grants through the Connecticut Department of Economic and Community Development (DECD). These grants are made annually in amounts no greater than \$500,000 and must compete with other economic development initiatives within the town.

Foundation Grants

Some trail initiatives have received limited funding from private philanthropic foundations that serve towns or regions. These tend to be limited in amount and scope but should be considered as the source of money to cover design or the municipal share of FHWA funds.

5.3 Regulatory Permits

Because of the proximity of the New Milford trail to the Housatonic River and its associated floodplain and wetland systems, there will be regulatory reviews and permits required prior to construction. It is recommended that the permitting process be coordinated early in the next phase of design in order to get “buy-in” from the regulatory agencies. By involving the regulatory community, the design and approval process can be more efficient and predictable. The table below lists the permits that are likely to be required for each segment of the New Milford Trail.

REGULATORY MATRIX							
Phase	Local IWWA	Local P & Z	State Water Quality Certification	ACOE	Flood Management Certification	CT Stormwater General Permit	Notes
1	YES	YES	NO	NO	YES ¹	YES ²	
2	YES	YES	YES	YES	YES	YES	Greater than 5000 ft ² of wetland fill requires pre-construction notification and state water quality certification.
3	YES	YES	YES	YES	YES	YES	Assumes a local permit required for road work adjacent to West Aspetuck and tributaries.
4	YES	YES	NO	NO	YES	NO	
5	YES	YES	NO	NO	YES	NO	
6	YES	YES	YES	YES	YES	NO	Greater than 5000 ft ² of wetland fill requires pre-construction notification and state water quality certification.
7	YES	YES	YES	YES	YES	NO	Greater than 5000 ft ² of wetland fill requires pre-construction notification and state water quality certification.
8	YES	YES	NO	NO	YES	NO	
9	YES	YES	NO	NO	YES	NO	Assumes no federal permit due to use of existing abutments.
9A	NO	NO	NO	NO	NO	NO	Small spur to connect to Lover’s Leap Parking lot.
10	YES	YES	NO	NO	YES	NO	Small portion of work in floodplain triggers Flood Management Certification. Majority of proposed activities in this portion of site occur on existing roadways.
11	YES	YES	NO	NO	YES	NO	
11A	YES	YES	YES	YES	YES	YES	Work within existing road limits of Erickson Road would require only local permits, while the 4’ soft walking trail triggers state and federal permits.

¹ Flood Management Certification is required if the project is sponsored by state funding agencies.

² State general stormwater permit is required if land disturbance exceeds 5 acres.

5.4 Property Acquisition

In order to build some of the trail system, rights to use some of the properties will need to be acquired. At present, the acquisitions will be limited to easements and not fee interest in the property. Whatever the ownership interest may be, it will be very important to clearly identify the extent of the property to be acquired early in the process and that process follow the protocol published by CTDOT in the event that public funding is to be used for construction. This would also be the case even if a property owner generously offers to give the easement to the town. The table below documents private properties impacted by the trail. The source of the property information is as taken from Town of New Milford Assessor's Office GIS mapping.

5.5 Design Process

The design and construction process for the trail is similar to any other public works project in New Milford.

- **Preliminary Design:** The next step will be the preparation of Preliminary Design Plans (30% complete) that will refine the plans contained in this report. It will include geotechnical explorations where needed, detailed evaluation of the affected wetlands and watercourses, Phase II archeological investigation where needed, preliminary grading, drainage, utility, and landscape plans. The plans will be at a level to refine the cost projections.
- **Regulatory Approvals:** Using the Preliminary Design Plans, the town will be in a position to formally seek local, state, and federal regulatory approvals. This can be a lengthy process, but permits can be sought concurrently. As noted above, involving the regulatory community early in the design process will be helpful during the approval of the permits.
- **Final Plans, Specifications, and Estimates:** The next step in the design of the trail will be the preparation of the final plans, specifications, and estimates in order to allow the town to seek competitive bids from responsible contractors. Depending on the source of funding, this phase of design may be divide into the preparation of semifinal plans (60% submission) and final plans for review (90% submission) before the bid-ready documents are completed.

New Milford River Trail - Necessary Property Easement or Acquisition			
Trail Phase	Property Address	Owner	Trail Length (LF)
1	Boardman Road	Housatonic Railroad Company, Inc.	± 30 LF
1	Boardman Road	Housatonic Real Estate, LLC	± 1,875 LF
1	201 Housatonic Avenue	Housatonic Real Estate, LLC	± 2,410 LF
1	Housatonic Avenue	Housatonic Real Estate, LLC	± 880 LF
2	Housatonic Avenue	Housatonic Real Estate, LLC	± 1,540 LF
2	Housatonic Avenue	Connecticut Light and Power	± 500 LF
3	Housatonic Avenue	Connecticut Light and Power	± 3,000 LF
3	121 Housatonic Avenue	N/F Judson	± 100 LF
3	119 Housatonic Avenue	N/F Horton	± 90 LF
3	Housatonic Avenue	N/F Drulard	± 205
3	109 Housatonic Avenue	N/F Abdallah	± 125 LF
3	107 Housatonic Avenue	N/F Read	± 10 LF
3	7 Youngs Field Road	Superior Plus Energy Services, LLC	± 700 LF
4	27 Bridge Street	N/F Lee	± 390 LF
7	Pickett District Road	N/F State of Connecticut	± 340 LF
7	9 Pickett District Road	N/F Smoky Ridge Revocable Living Trust Agreement	± 320 LF
8	26 Pickett District Road	Kimberly Clark Corporation	± 170 LF
8	34 Pickett District Road	Kimberly Clark Corporation	± 80 LF
8	40 Pickett District Road	Kimberly Clark Corporation	± 60 LF
8	Pickett District Road	Kimberly Clark Corporation	± 620 LF
8	71 Pickett District Road	71 Pickett District Road, LLC	± 445 LF
8	87 Pickett District Road	CLC Real Estate LLP	± 20 LF (drainage)
9	Pickett District Road	The Nature Conservancy	± 1,000 LF
9		Housatonic Railroad Company, Inc.	± 620 LF
9	Pumpkin Hill Road	CTDEEP	± 1,480 LF
10	Lanesville Road	Aquarion Water Company of Connecticut	± 270 LF
10	100 Still River Drive	Harrybrooke Park Trust, Salisbury & Trust Company, Trustee	± 2,000 LF
11	401 Danbury Road	Candlewood Valley Country Club	± 1,740 LF
11A	401 Danbury Road	Candlewood Valley Country Club	± 830 LF
11A	Erickson Road	Weantinogue Heritage Land Trust, Inc.	± 2,000 LF
11A	Aldrich Road	Weantinogue Heritage Land Trust, Inc.	± 750 LF
11A	Aldrich Road	Weantinogue Heritage Land Trust, Inc.	± 400 LF
11A	5 Aldrich Road	Aldridge Road Properties, LLC	± 1,760 LF
11A	Danbury Road	Chappagua Realty, LLC % Marvin Rubenstein	± 2,010 LF
11A	Aldrich Road	State of Connecticut Department of Transportation	± 1,330 LF
11A	Danbury Road	Weantinogue Heritage Land Trust, Inc.	± 1,200 LF

Note: Property Data is taken from Town of New Milford Assessors GIS mapping