

## 5.0 Appendices

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The following supplementary information is included in the Appendices for reference:

Appendix A – Trail Layout Maps

Appendix B – Photographs

Appendix C – Environmental/FEMA Information

Appendix D – Public Meeting Information

Appendix E – Boardwalk or Bridge Information

Appendix F – Preliminary Opinion of Probable Cost

Appendix G – Property/ Easement Maps

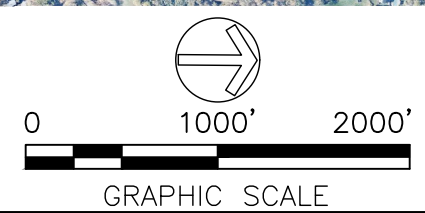
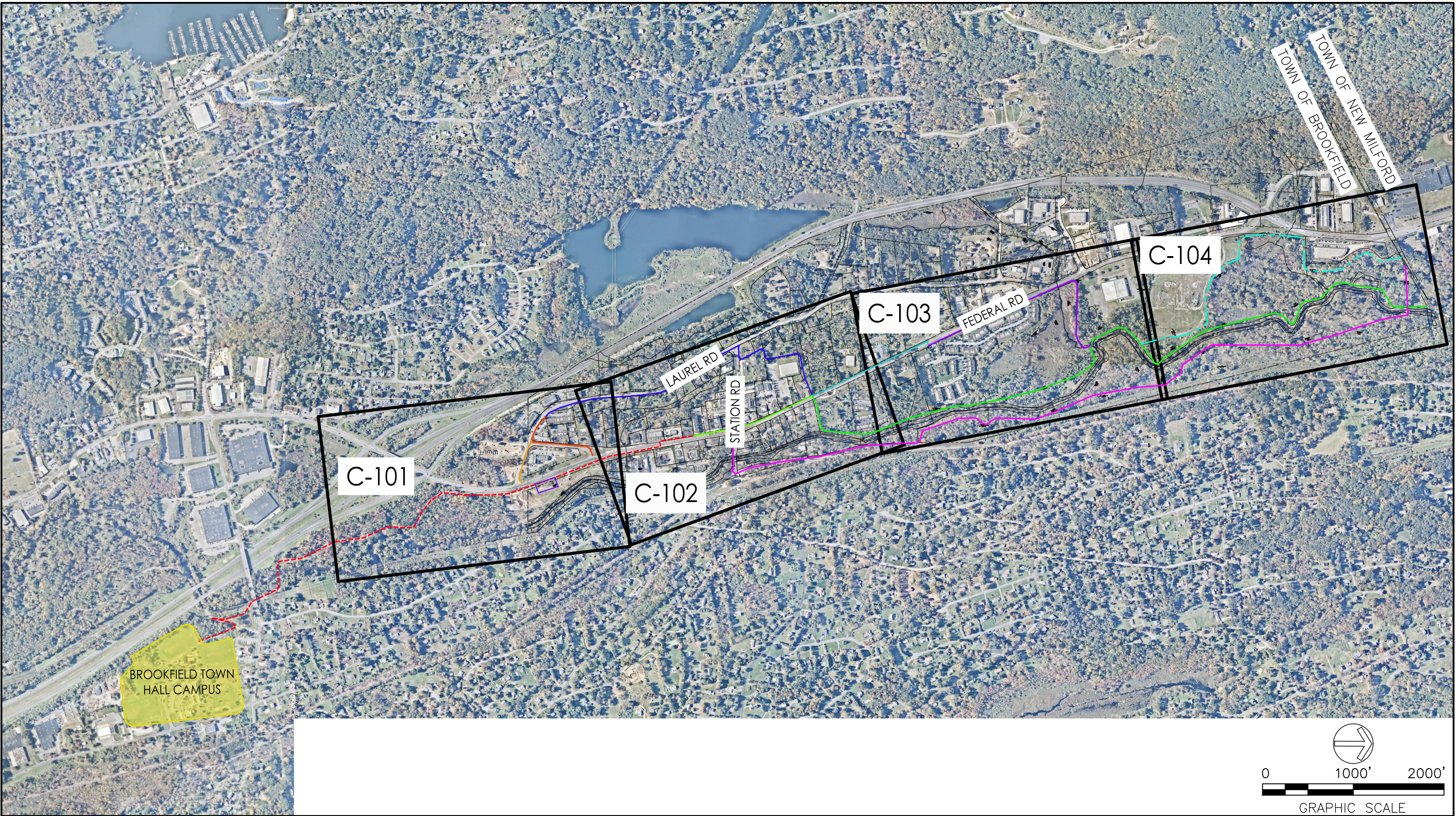
Appendix H – Other Information

## Appendix A – Trail Layout Maps

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Stantec Architecture Inc.  
55 Church Street Suite 601  
New Haven CT 06510-3014  
Tel: (203) 495-1645  
www.stantec.com

Notes

Client/Project  
TOWN OF BROOKFIELD  
SRGT EXTENSION STUDY

Project No.  
192311342

Title  
TRAIL LAYOUT PLAN

Revision	08/04/2022
	Date
Reference Sheet	C-100
	Figure No.




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 **Stantec**



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Notes



0 200' 400'

GRAPHIC SCALE

	EASEMENT SECURED		CRITICAL HABITAT AREA
	EASEMENT NEEDED		PROPERTY LINES
	FEMA FLOODWAY		
	FEMA FLOODPLAIN		

Client/Project  
**TOWN OF BROOKFIELD**  
**SRGT EXTENSION STUDY**

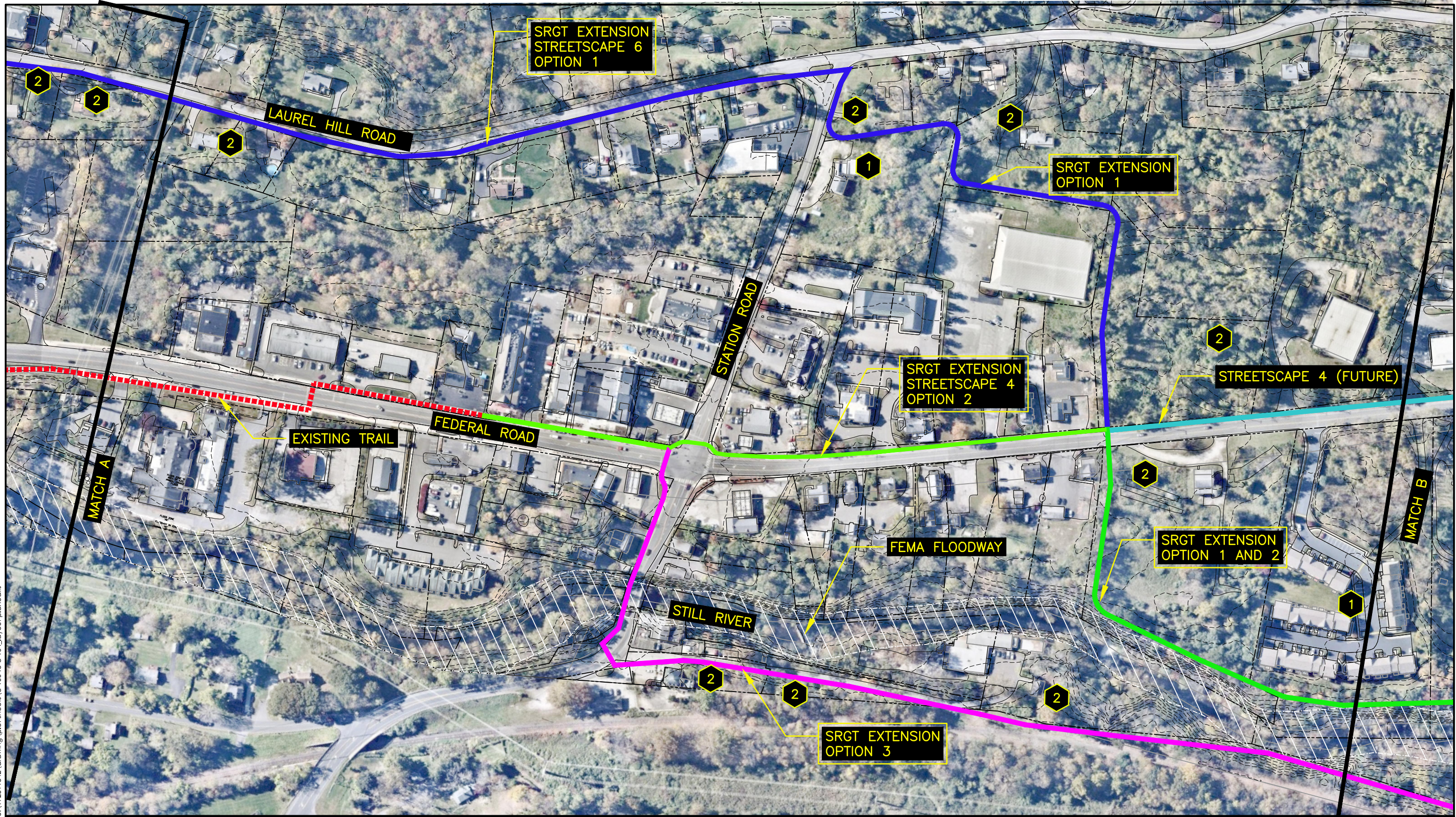
Project No.  
192311342

Title  
**TRAIL LAYOUT PLAN**

Revision	08/04/2022
Date	
Reference Sheet	C-101
Figure No.	

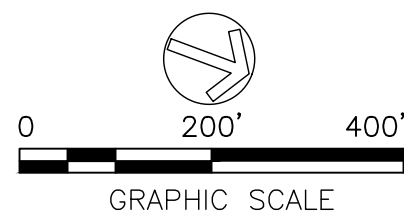


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Notes



GRAPHIC SCALE



EASEMENT SECURED



EASEMENT NEEDED



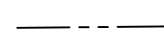
FEMA FLOODWAY



FEMA FLOODPLAIN



CRITICAL HABITAT AREA



PROPERTY LINES

Client/Project

TOWN OF BROOKFIELD

SRGT EXTENSION STUDY

Project No.

192311342

Title

TRAIL LAYOUT PLAN

Revision

Reference Sheet

08/04/2022

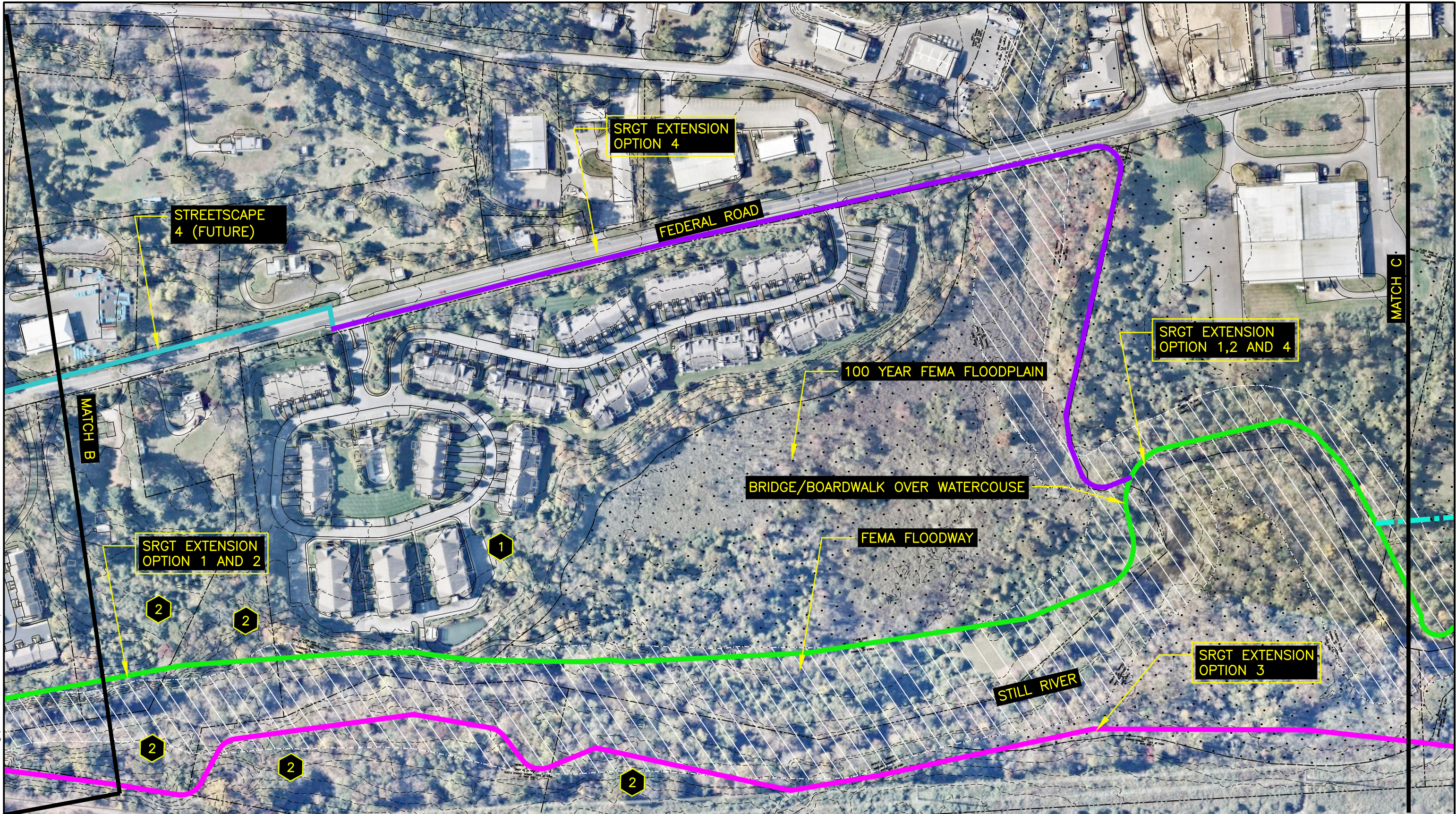
Date

C-102

Figure No.

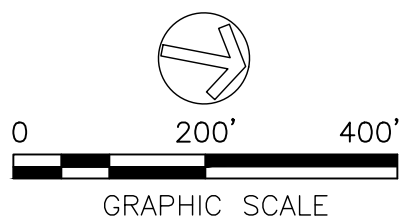


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55 Church Street Suite 601  
New Haven CT 06510-3014  
Tel: (203) 495-1645  
www.stantec.com

Notes



- EASEMENT SECURED
- EASEMENT NEEDED
- FEMA FLOODWAY
- FEMA FLOODPLAIN

- CRITICAL HABITAT AREA
- PROPERTY LINES

Client/Project  
**TOWN OF BROOKFIELD**  
**SRGT EXTENSION STUDY**

Project No.  
192311342

Title  
**TRAIL LAYOUT PLAN**

Revision	08/04/2022
Reference Sheet	Date
	C-103
	Figure No.







## **Appendix B – Photographs**

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VIEW OF EXISTING SRGT





END OF EXISTING SRGT LOOKING SOUTH





STREETVIEW OF LAUREL HILL ROAD LOOKING NORTH





STREETVIEW OF STATION ROAD FROM LAUREL HILL ROAD, ADJACENT  
TO 20 STATION ROAD





VIEW OF STILL RIVER FROM THE EASTERN BANK, LOCATED ADJACENT  
TO THE HOUSANTONIC RAILROAD





VIEW BEHIND RIVERVIEW APARMTENTS FACING SOUTHBOUND





VIEW OF CLEARED PATH ADJACENT TO NEWBURY VILLAGE





VIEW OF BEAVER HABITAT NEAR LIMEKILN BROOK



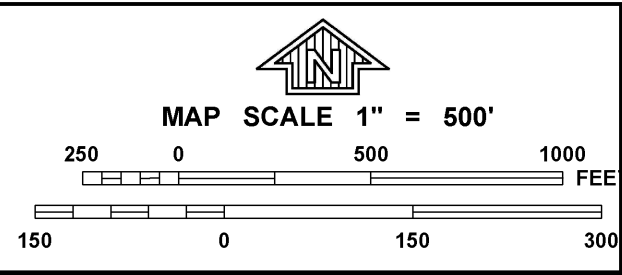
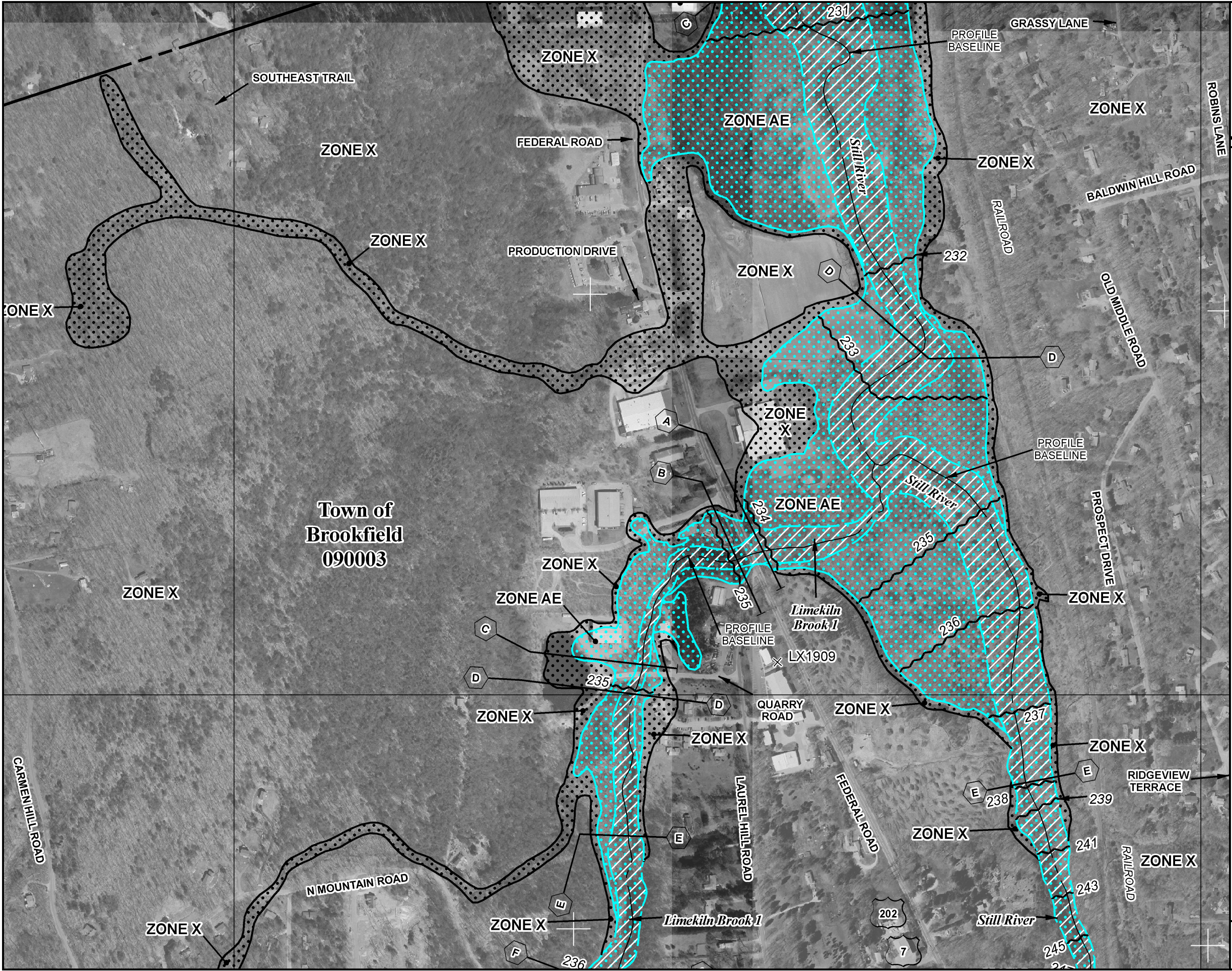


VIEW OF EXISTING BRIDGE NEAR NEW MILFORD BORDER

## **Appendix C – Environmental /FEMA Information**

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NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0131F

FIRM

FLOOD INSURANCE RATE MAP

FAIRFIELD COUNTY,  
CONNECTICUT  
(ALL JURISDICTIONS)

PANEL 131 OF 626

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BROOKFIELD, TOWN OF	090003	0131	F
NEW FAIRFIELD, TOWN OF	090188	0131	F


Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER

09001C0131F

EFFECTIVE DATE

JUNE 18, 2010

Federal Emergency Management Agency




This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.



# Natural Diversity Data Base Areas

BROOKFIELD, CT

December 2021

-  State and Federal Listed Species
-  Critical Habitat
-  Town Boundary

NOTE: This map shows general locations of State and Federal Listed Species and Critical Habitats. Information on listed species is collected and compiled by the Natural Diversity Data Base (NDDDB) from a variety of data sources. Exact locations of species have been buffered to produce the generalized locations.

This map is intended for use as a preliminary screening tool for conducting a Natural Diversity Data Base Review Request. To use the map, locate the project boundaries and any additional affected areas. If the project is within a hatched area there may be a potential conflict with a listed species. For more information, complete a Request for Natural Diversity Data Base State Listed Species Review form (DEP-APP-007), and submit it to the NDDDB along with the required maps and information. More detailed instructions are provided with the request form on our website.

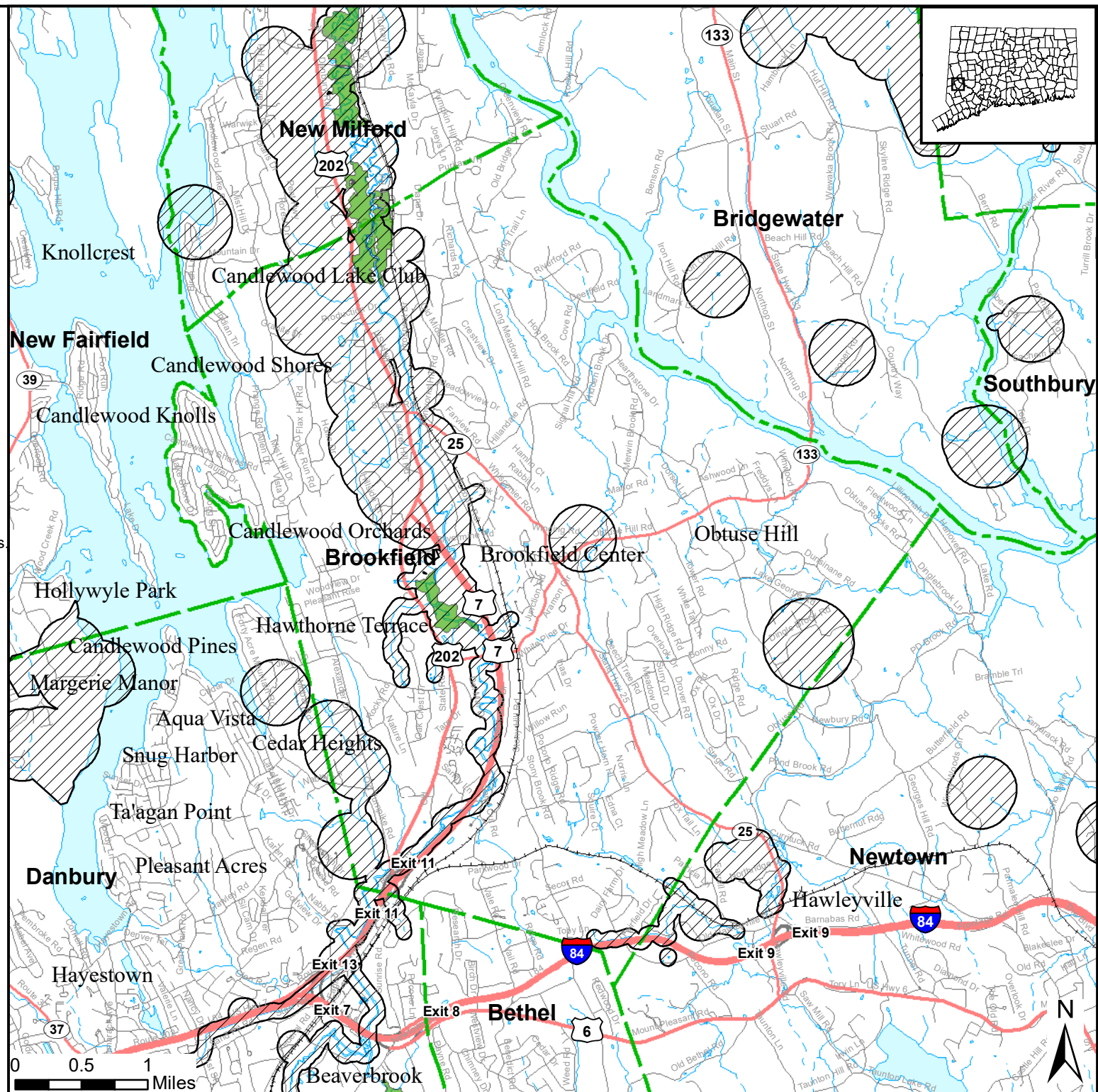
[www.ct.gov/deep/nddbrequest](http://www.ct.gov/deep/nddbrequest)

Use the CTECO Interactive Map Viewers at <http://cteco.uconn.edu> to more precisely search for and locate a site and to view aerial imagery with NDDB Areas.

QUESTIONS: Department of Energy and Environmental Protection (DEEP)  
79 Elm St, Hartford, CT 06106  
email: [deep.nddbrequest@ct.gov](mailto:deep.nddbrequest@ct.gov)  
Phone: (860) 424-3011



Connecticut Department of  
Energy & Environmental Protection  
Bureau of Natural Resources  
Wildlife Division



## **Appendix D – Public Meeting Information**

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## LETTER SENT TO ADJACENT PROPERTY OWNERS



**Stantec Consulting Services Inc.**  
55 Church Street, Suite 601  
New Haven CT 06510-3014

October 6, 2022

**To Whom It May Concern,**

**Reference: Still River Greenway Trail Feasibility Study  
Public Information Meeting**

The Town of Brookfield has retained Stantec to conduct a planning study for the extension of the Still River Greenway Trail from the vicinity of Laurel Avenue and Federal Road to the Brookfield/Milford Town line. As part of this study, several route options are being reviewed. You are being notified of an upcoming public information meeting to be held from 7:00PM to 9:00PM at the Brookfield Town Hall – 100 Pocono Road, room 133. This meeting can also be attended via zoom by using the link shown below. The various trail routing options will be discussed at the meeting to receive feedback from neighbors and stake-holders. The project is in the early planning stages.

Join Zoom Meeting

<https://us02web.zoom.us/j/82351058524?pwd=WE9QMmZCWm9idXVWWHBUCmt1L1ZyQT09>

Dial by your location

+1 646 518 9805 US (New York)

+1 646 558 8656 US (New York)

Meeting ID: 823 5105 8524

Please feel free to reach out to Greg Dembowski ([GDembowski@brookfieldct.gov](mailto:GDembowski@brookfieldct.gov)) at 203.740.3865 if you have any questions at this time.

Sincerely,

**STANTEC CONSULTING SERVICES INC.**

A handwritten signature in blue ink, appearing to read "Antonio DiCamillo".

**Antonio DiCamillo** Associate  
Professional Engineer  
Phone: (203) 495-1645  
[antonio.dicamillo@stantec.com](mailto:antonio.dicamillo@stantec.com)

# PUBLIC INFO MEETING ATTENDEES 10/26/22

NAME

ADDRESS

ROBERT KILZER	133 STILL WATER CIRCLE
DIANE KILZER	" "
JOYCE Kuhn	121 STILL WATER CIRCLE
PETER Kuhn	121 STILL WATER CIRCLE
Nanci Hennessey	24 Riverview Ct
CARL CASTANA	131 STILL WATER CIRCLE
Sharon Butow	12 Riverview Court
mei Butow	12 RIVERVIEW COURT
HARRY Avalone	211 STILL WATER CIRCLE
JERRY CIACCHIONE	
Jean Hartnett	58 Tower Rd
Laura Halloran	324 Still Water Cir
Betty Callahan	332 " " "
Winfred Kenyon	322 " " "
Rosie Isgrò	4 Riverview Ct.
Nelson Munge Malwitz	1 Great Horn Lane
Jim Halpin	37 Riverview Ct.
Maurin Farrell	3 Caulder Burn Rd
Mahtea Farrell	3 Caulder Burn Rd
Helen Tomasky	123 Still Water Circle
Joanne Cullen	33 Riverview Ct
Gary Galt	2 Johns Road
Antony	Mila A Resner
James Diezemann	22 meadowview Drive
Robert Fuchs	18 Riverview Ct

NAME

ADDRESS

Tom & Jean Musso

13 Riverview Court

Robert Short

124 Still Water Cir, Newbury

ALSO IN ATTENDANCE:

12 RESIDENTS FROM NEWBURY VILLAGE AND  
RIVERVIEW; ALSO SHANNON YOUNG, 1050 FEDERAL  
RD PROPERTY OWNER.

## Brookfield Town Hall Public Meeting Notes 10/20/22

\*FROM THE PUBLIC HEARING, DUPLICATE COMMENTS AND COMMENTS REGARDING BLIGHT/AND OR TRASH WERE OMITTED SINCE BLIGHT WAS NOT THE PRIMARY SUBJECT OF THE MEETING

- Resident comment – resident wanted to see cross section for Newbury Village
- Resident Comment – resident concerns about safety for extending trail for property owners and trail users
  - Will there be enough of a police presence?
  - Stantec response – enforce no trespassing through signage and increased police presence, as well as placing fencing to separate trail and property
- Resident comment- Resident feels that north of Brookfield is “neglected”
  - Consider trail to run through Laurel hill Rd, past intersection at station?
- Resident comment – resident concerns about safety for people using trail- especially children
  - Children will potentially jump into river from trail and injure themselves
  - Steep slope makes trail dangerous for people walking who fall
  - Stantec response- consider placing fencing along the steep sections of trail to prevent accidents and harm
- Resident comment- Resident concerns about flooding with Still River during storms- would potentially wash away people using trail
  - Stantec response- floodplain hatch shows trail in floodplain however trail is elevated high
- Resident comment- what to do about building over wetlands?
  - Stantec response – cantilever bridge is an option to avoid those areas
- Resident comments- concerns about endangered species and native vegetation being destroyed. Species mentioned were beavers and some form of bird.
  - Stantec Response- presented alternative route that avoids endangered species. Also made comments on avoiding taking down native and existing trees and vegetation as much as possible.

- Resident comment- concerns Riverview is too close to trail
  - Stantec response- showed prepared cross section slide and explained how existing trees and vegetation will be used for cover, and the actual trail would be 10 feet below base of building
    - Resident response- resident still doesn't seem pleased
- Resident comment – concerns that Newbury village is too close to proposed trail. Resident from the three complexes closest to trail location believes there is only “25 ft” until it is too steep to build over
- Resident comment – resident suggested having trail run through middle of Newbury village instead of their “ backyard”
- Resident comment – resident doesn't see the purpose in extending the trail in the first place
  - Resident believes their way of live is being sacrificed for “bikers”
- Resident comment- Resident expresses concerns that still river trail extension is a waste of money
  - Response- trail is primarily funded through state, 20 percent max of money will come from Brookfield residents
- Resident concerns- will SRGT extension still occur if New Milford doesn't commit to connecting?
- Resident comment – resident expressed interest to keep Still River Greenway Trail along federal road continuing from streetscape 4 due to “impacting less people”
  - Stantec/town comment- The design for Still River Greenway trail is to be considered a “greenway”, keeping road along federal would keep trail away from the aspects which make it a greenway. Option is not written off however.
- Resident comments- Resident expressed concern for RFB to be placed across from Agora liquor store. Expresses concern since there will be an upcoming development in the general vicinity, and the addition of an RFB in that busy location will impact traffic in location.



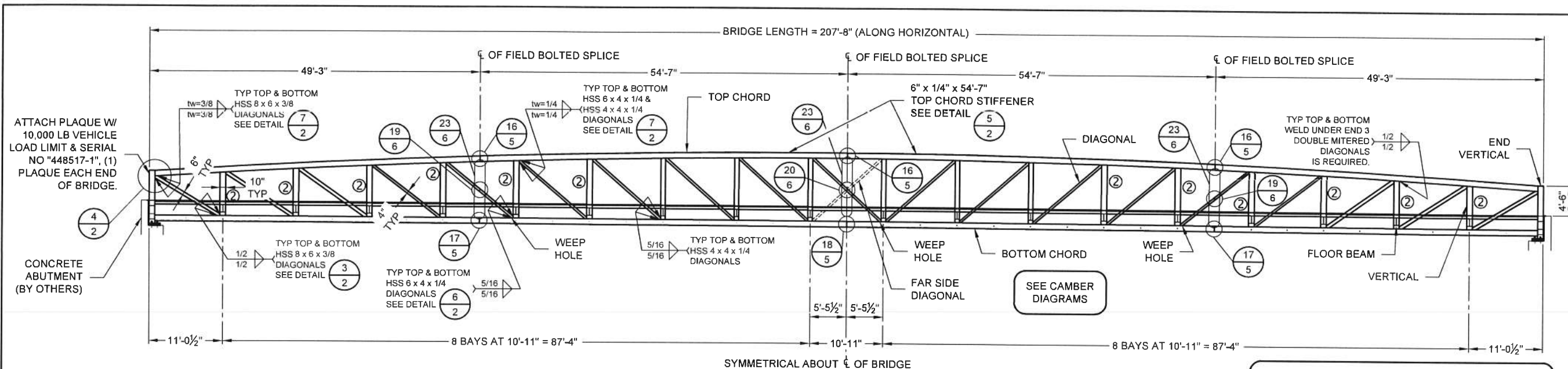
- Stantec/ Town response – traffic study will be done to see if placing RFB will allow roadway to meet minimum standards set by the state.
- Resident comments- concerns of public use of trail along 1055 federal Rd. Resident is concerned where people will park, and if people will park illegally in adjacent areas.
  - Stantec response- Increased police presence is proposed to tell people to not park in non designated areas. Signage for trespassing is also an alternative option.
- Resident comment- resident likes option 3 more due to the railroad having to be flat. More likely to meet ADA requirements. Train runs approximately 3 times per week.
  - Resident suggest trail extending adjacent to railroad as it “alleviates a lot of issues”
  - Stantec/Town response – We need an easement from Railroad company first, and it is not guaranteed whether we will get it. Jay comments how a section of the railroad approximately .75 miles from start of option 3 is too narrow to fit a trail through.
- Resident comment- resident says that the people affected by option 2 in Riverview and Newbury village are mostly elderly. Resident stated to not care about increase of property value from trail, since they believe it to be their forever home.
- Resident comment- resident from Riverview states that the conservation area can never be touched due to potential of indigenous people remains being found. Resident asks if study will be conducted in the area to determine if indigenous people once lived there.
  - Stantec response- a study will be performed if the option is likely to ensure construction is within federal regulations
- Resident comment- resident believes that from the results of the survey (90,000 people use trail last year, 85 percent of users from Brookfield) suggests too many people would be intruding in their privacy.
- Resident comment- resident believes that although the length of trail is going through less private property through option 2, there are more inhabitants of the complex not being accounted for

- 120 families from Newbury village, and 45 families from Newbury village
- Resident comment- resident suggests looking into rail trail house bill 5255
- Resident comment – resident expressed concern about liability for crime, will homeowners be at fault if any crime occurs on their private property adjacent to trail?
  - Stantec response- Most likely not, however we are engineers not lawyers
- Residents appeared to be indifferent to the idea of having 5-foot sidewalks instead of 8 ft multiuse trail
- Resident asked about connection to Danbury
  - Stantec/Town response- Danbury is the last phase for SRGT trail due to difficulty.

## **Appendix E – Boardwalk or Bridge Information**

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## EXAMPLE OF PREFABRICATED PEDESTRIAN BRIDGE



SPACING OF PICKETS, TOP RAIL AND TOE RAIL  
PRODUCE MAXIMUM OPENINGS OF LESS THAN  
4 INCHES UP TO A HEIGHT OF 54" ABOVE TOP  
OF DECK.

**CAUTION:**

WE ARE PROVIDING A WOOD DECK ON THIS STRUCTURE IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR THE CONTRACT DOCUMENTS. BE AWARE THAT MOST PEDESTRIAN BRIDGE LIABILITY CLAIMS ARE STATISTICALLY SLIP AND FALL CLAIMS. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE DECK FREE FROM SLIP OR TRIP HAZARDS DUE TO CUPPING, SPLITS, GAPS AND SMOOTH SURFACES.

### BRIDGE ELEVATION

## GENERAL NOTES

SCHEDULE OF MEMBERS		
TOP CHORD		HSS 10 x 10 x 1/2
BOTTOM CHORD	◆	HSS 10 x 10 x 3/8 ①
VERTICAL		HSS 8 x 8 x 3/8 ②
END VERTICAL		HSS 10 x 10 x 1/2
DIAGONAL	◆	HSS 4 x 4 x 1/4 ③
BRACE DIAGONAL	◆	HSS 4 x 4 x 1/4 ④
FLOOR BEAM		W 14 x 43
STRINGER		HSS 5 x 3 x 1/4
END FLOOR BEAM		HSS 10 x 10 x 1/2
PLANK SUPPORT		L 3 x 2 x 3/16
PLANK HOLDDOWN		FLT 3 x 1/4
CENTER NAILER		L 2 x 2 x 3/16
TOP RAIL		HSS 2 x 2 x 3/16
PICKET		L 1 1/4 x 1 1/4 x 1/8
TOE RAIL		HSS 4 x 2 x 3/16

- ① USE HSS  $10 \times 10 \times 1/2$  FOR (2) CENTER SECTIONS OF BOTTOM CHORDS, TYP BOTH SIDES.
- ② USE HSS  $10 \times 8 \times 3/8$  FOR FIRST (6) INTERIOR VERTICALS, TYP BOTH SIDES.
- ③ USE HSS  $8 \times 6 \times 3/8$  FOR FIRST (3) DIAGONALS, TYP BOTH SIDES.  
USE HSS  $6 \times 4 \times 1/4$  FOR 4th & 5th DIAGONALS, TYP BOTH SIDES.  
DOUBLE MITER ALL DIAGONALS.
- ④ USE HSS  $6 \times 6 \times 1/4$  FOR FIRST (2) BRACE DIAGONALS, TYP BOTH SIDES.  
USE HSS  $5 \times 5 \times 1/4$  FOR 3rd THRU 6th BRACE DIAGONALS, TYP BOTH SIDES.  
DOUBLE MITER BOTH ENDS OF ALL BRACE DIAGONALS, EXCEPT SINGLE MITER END BAY BRACE DIAGONALS ONTO END VERTICALS.

◆ CVN:  
FRACTURE CRITICAL MEMBER  
- CHARPY V-NOTCH TESTED TO  
FRACTURE CRITICAL REQUIREMENTS  
- ALL WELDS TO THESE MEMBERS SHALL  
BE CONSIDERED FRACTURE CRITICAL  
PER AWS D1.5 CLAUSE 12.

SHOP NOTE:  
EXTEND STRINGERS FROM BOTH END SECTIONS AND  
ONE CENTER SECTION TOWARD CENTER OF BRIDGE  
TO MAKE THEM LONGER.

1. DESIGN STRESSES ARE IN ACCORDANCE WITH "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" 6TH EDITION & "GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES" LATEST EDITION BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).
2. BRIDGE MEMBERS ARE FABRICATED FROM HIGH STRENGTH, LOW ALLOY, ENHANCED ATMOSPHERIC CORROSION RESISTANT ASTM A847 COLD-FORMED WELDED SQUARE AND RECTANGULAR TUBING, AND ASTM A588, ASTM A606, OR ASTM A709-50W PLATE AND STRUCTURAL SHAPES ( $F_y=50,000$  PSI).
3. BRIDGE DECK 1 1/2" THICK NATURALLY DURABLE IPE (TABEUIA SPP LAPACHO GROUP), FEQ GRADE.
4. THE GAS METAL ARC WELDING PROCESS OR FLUX CORED ARC WELDING PROCESS WILL BE USED. WELDING TO BE IN ACCORDANCE WITH AWS D1.1.
5. ALL TOP AND BOTTOM CHORD SHOP SPLICES TO BE COMPLETE PENETRATION TYPE WELDS. WELD BETWEEN TOP CHORD AND END VERTICAL SHALL BE AS DETAILED.
6. UNLESS OTHERWISE NOTED, WELDED CONNECTIONS SHALL BE FILLET WELDS (OR HAVE THE EFFECTIVE THROAT OF A FILLET WELD) OF A SIZE EQUAL TO THE THICKNESS OF THE LIGHTEST GAGE MEMBER IN THE CONNECTION. WELDS SHALL BE APPLIED AS FOLLOWS:
  - A. BOTH ENDS OF VERTICALS, DIAGONALS, AND FLOOR BEAMS SHALL BE WELDED ALL AROUND.
  - B. BRACE DIAGONALS WILL BE WELDED ALL AROUND.
  - C. BOTTOM OF STRINGERS WILL BE STITCH WELDED TO TOP OF FLOOR BEAMS.
  - D. MISCELLANEOUS NON-STRUCTURAL MEMBERS WILL BE STITCH WELDED TO THEIR SUPPORTING MEMBERS.
7. BRIDGE DESIGN WAS ONLY BASED ON COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES.

INCLUDING DECKING.

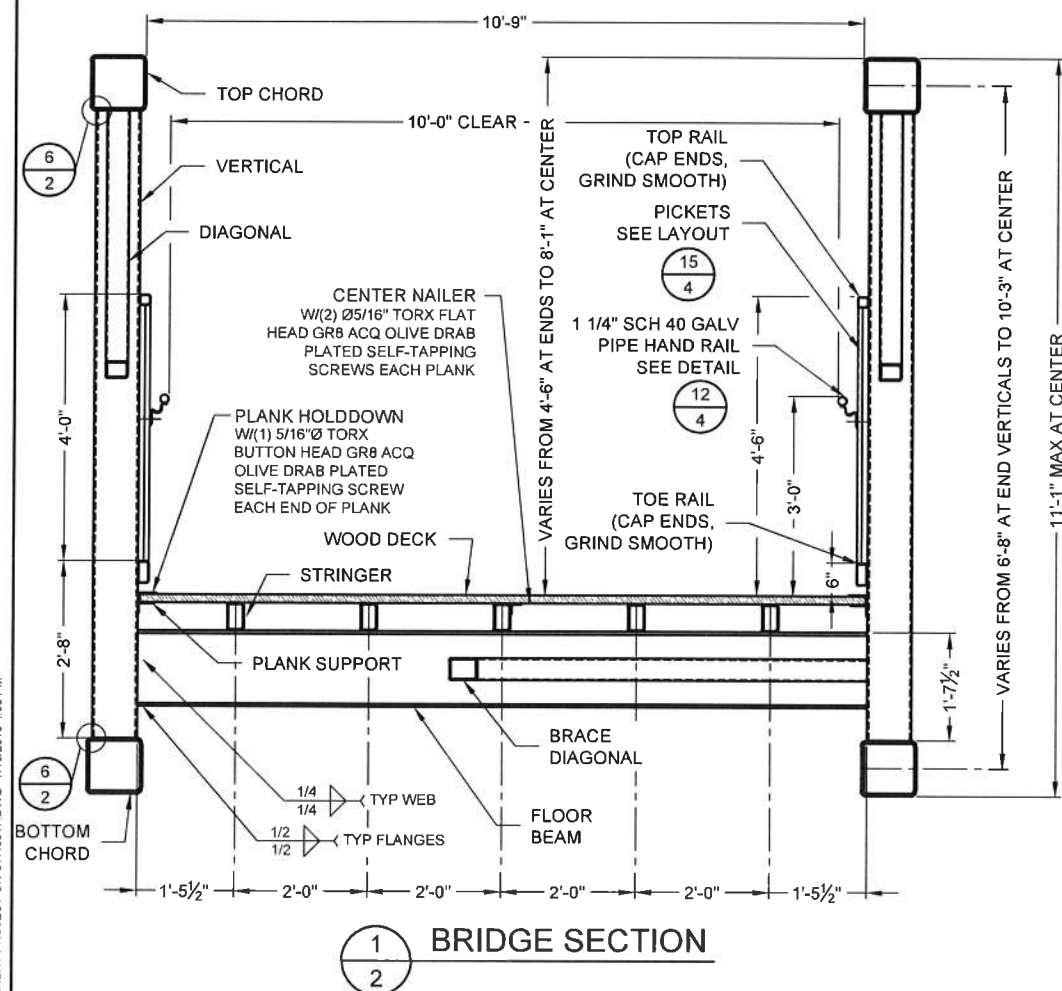
B. 67 PSF WIND LOAD PER AASHTO SIGNS AND LUMINEERS.

C. 20 PSF UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.8.2).

CLEANING: ALL EXPOSED SURFACES OF STEEL SHALL BE CLEANED IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL SURFACES PREPARATION SPECIFICATIONS NO. 7 BRUSH-OFF BLAST CLEANING, SSPC-SP7-LATEST EDITION.

MINIMUM MATERIAL THICKNESS OF 1/4" ON ALL STRUCTURAL MEMBERS.

CONTECH  
**FABRICATION**  
DRAWING



## BRIDGE SECTION

REVIEWER'S STAMP

207'-8" x 10'-9"  
QUINNIPIAC RIVER LINEAR TRAIL PHASE 3  
PEDESTRIAN BRIDGE  
WALLINGFORD, CT

**CONTECH®**  
ENGINEERED SOLUTIONS LLC  
[www.ContechES.com](http://www.ContechES.com)  
8301 State Highway 28 North, Alexandria, MN 55308  
800-328-2047 320-452-7500 320-452-7067 FAX

DATE: 7/8/2015	
DESIGNED: SEC	DRAWN: KBK
CHECKED: SEC	APPROVED: BAH
PROJECT No.: 448517	SEQUENCE No.: 001
SHEET:	



AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INC.  
AISC CERTIFIED FABRICATOR





EXAMPLE OF EXISTING BRIDGE RETROFITTED FOR A TRAIL CROSSING



EXAMPLE OF BOARDWALK OVER WETLAND/WATERCOURSE



## **Appendix F – Preliminary Opinion of Probable Cost**

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# Construction Cost Estimate |

## STILLRIVER GREENWAY TRAIL EXTENSION OPTION 4 - SRGT, BROOKFIELD

### Major and Minor Contract Items

Item No.	Item	Unit	Quantity	Unit \$	Total Cost
0202000	Earthwork	CY	5200	\$ 25.00	\$ 130,000.00
0202100	Rock Excavation	CY	260	\$ 200.00	\$ 52,000.00
0219001	Sedimentation Control System	LF	7200	\$ 4.00	\$ 28,800.00
0506026	Retaining Wall	SF	540	\$ 70.00	\$ 37,800.00
0813021	6" Granite Curbing	LF	1450	\$ 56.64	\$ 82,128.00
0906202	Wood Fence	LF	850	\$ 100.00	\$ 85,000.00
0913016	6' Chain Link Fence	LF	1567	\$ 7.00	\$ 10,969.00
0921001	Concrete sidewalk	SF	14000	\$ 12.63	\$ 176,820.00
0921018	Brick Pavers	SF	3900	\$ 34.11	\$ 133,029.00
0922001	Bituminous Concrete Sidewalk	SY	4711	\$ 57.85	\$ 272,537.78
0922103A	Boardwalk	SF	3200	\$ 130.00	\$ 416,000.00
0950029	New England Seed Mix	SY	4000	\$ 3.00	\$ 12,000.00
0944106	Stockpiling and Placing Topsoil	CY	667	\$ 45.00	\$ 30,000.00

**A Major Items Subtotal** **\$ 1,467,084**

**B Minor Items Subtotal** **\$ 366,771**

**C Major and Minor Contract Items Subtotal (A + B)** **\$ 1,833,855**

### Other Item Allowances

Clearing and Grubbing	5	% of Line "C"	\$ 91,693
M & P of Traffic	2	% of Line "C"	\$ 36,677
Mobilization	5	% of Line "C"	\$ 91,693
Construction Staking	1	% of Line "C"	\$ 18,339

**D Other Items Subtotal** **\$ 238,402**

**E CONTRACT SUBTOTAL (C + D)** **\$ 2,072,257**

### Inflation Costs (Simple Method)

Date of Estimate	Oct-23
Anticipated Bid Date	Oct-24
Annual Inflation	8%

**F Inflation Subtotal** **\$ 165,781**

**G TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000)** **\$ 2,238,000**

### LOTICIP Project Costs Summary

Contract Cost Estimate (Line "G")		\$ 2,238,000
Contingencies	25%	\$ 559,500
Incidentals	25%	\$ 559,500
ROW	LS	N/A
Utilities	LS	N/A

**TOTAL PROJECT COST** **\$ 3,357,000**

**CTDOT FUNDING COMMITMENT (DATE)** **\$ -**

Construction Cost Estimate | STILLRIVER GREENWAY TRAIL EXTENSION ALTERNATIVE OPTION 4 - SRGT, BROOKFIELD

### Major and Minor Contract Items

Item No.	Item	Unit	Quantity	Unit \$	Total Cost
0202000	Earthwork	CY	6000	\$ 25.00	\$ 150,000.00
0202100	Rock Excavation	CY	300	\$ 200.00	\$ 60,000.00
0219001	Sedimentation Control System	LF	7800	\$ 4.00	\$ 31,200.00
0506026	Retaining Wall	SF	540	\$ 70.00	\$ 37,800.00
0813021	6" Granite Curbing	LF	1450	\$ 56.64	\$ 82,128.00
0906202	Wood Fence	LF	650	\$ 100.00	\$ 65,000.00
					-
0913016	6' Chain Link Fence	LF	4237	\$ 7.00	\$ 29,659.00
0921001	Concrete sidewalk	SF	14000	\$ 12.63	\$ 176,820.00
0921018	Brick Pavers	SF	4350	\$ 34.11	\$ 148,378.50
0922001	Bituminous Concrete Sidewalk	SY	5448	\$ 57.85	\$ 315,155.23
0922103A	Boardwalk	SF	1600	\$ 130.00	\$ 208,000.00
0950029	New England Seed Mix	SY	4333	\$ 3.00	\$ 13,000.00
0944106	Stockpiling and Placing Topsoil	CY	722	\$ 45.00	\$ 32,500.00

A	Major Items Subtotal			\$	1,349,641
B	Minor Items Subtotal	25	% of Line "A"	\$	337,410
C	Major and Minor Contract Items Subtotal (A + B)			\$	1,687,051

### Other Item Allowances

Other Item Allowances				
Clearing and Grubbing	5	% of Line "C"	\$	84,353
M & P of Traffic	2	% of Line "C"	\$	33,741
Mobilization	5	% of Line "C"	\$	84,353
Construction Staking	1	% of Line "C"	\$	16,871

D	Other Items Subtotal	\$ 219,318
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E	CONTRACT SUBTOTAL (C + D)	\$ 1,906,369
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### Inflation Costs (Simple Method)

Date of Estimate	Oct-23
Anticipated Bid Date	Oct-24
Annual Inflation	8%

F	Inflation Subtotal	8.0%	of Line "E"	\$	152,509
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<b>G</b>	<b>TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000)</b>	<b>\$ 2,059,000</b>
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### LOTICIP Project Costs Summary

ESTIM - Project Costs Summary		
Contract Cost Estimate (Line "G")		\$ 2,059,000
Contingencies	25%	\$ 514,750
Incidentals	25%	\$ 514,750
ROW	LS	N/A
Utilities	LS	N/A

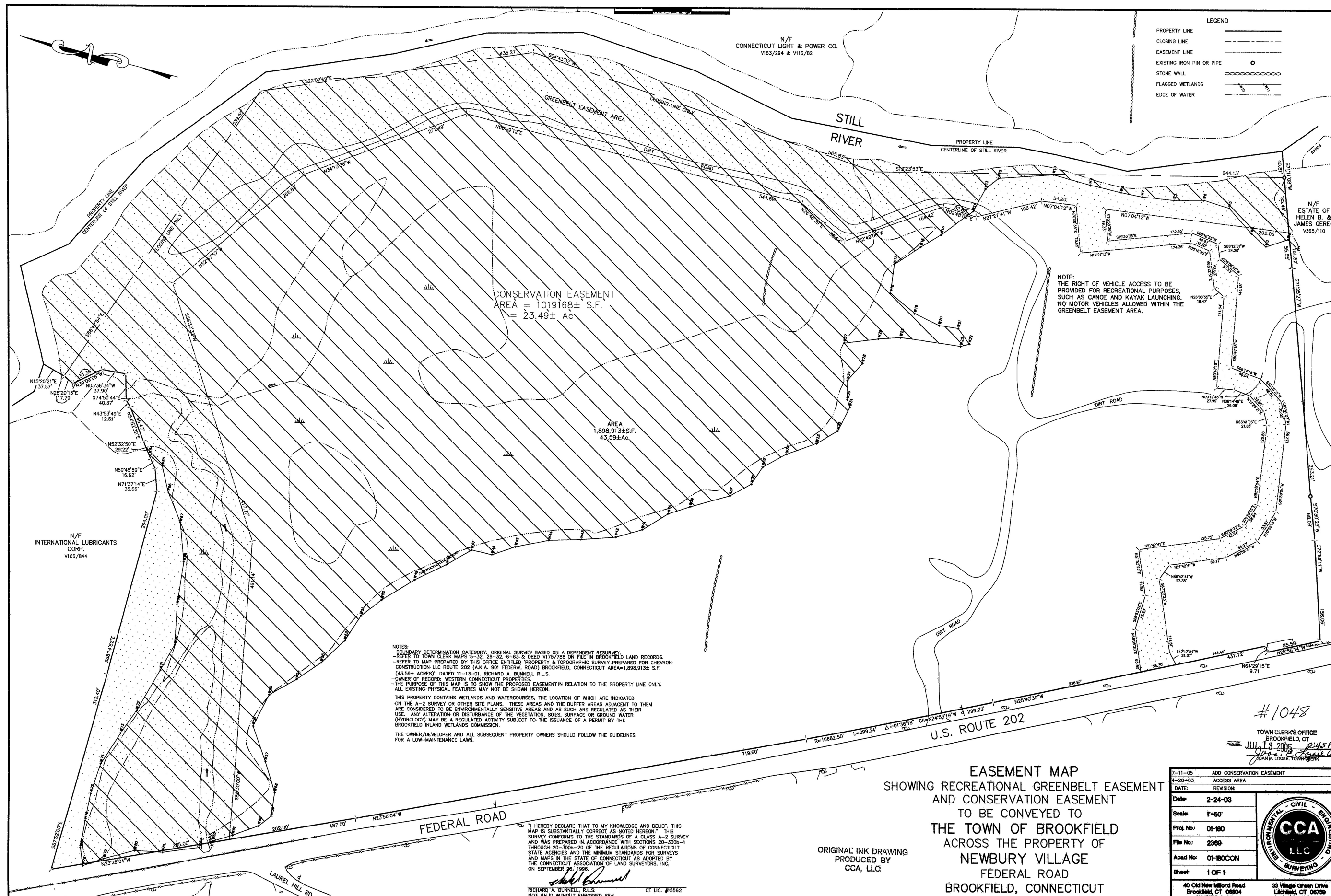
TOTAL PROJECT COST	\$ 3,088,500
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CTDOT FUNDING COMMITMENT (DATE)	\$	-
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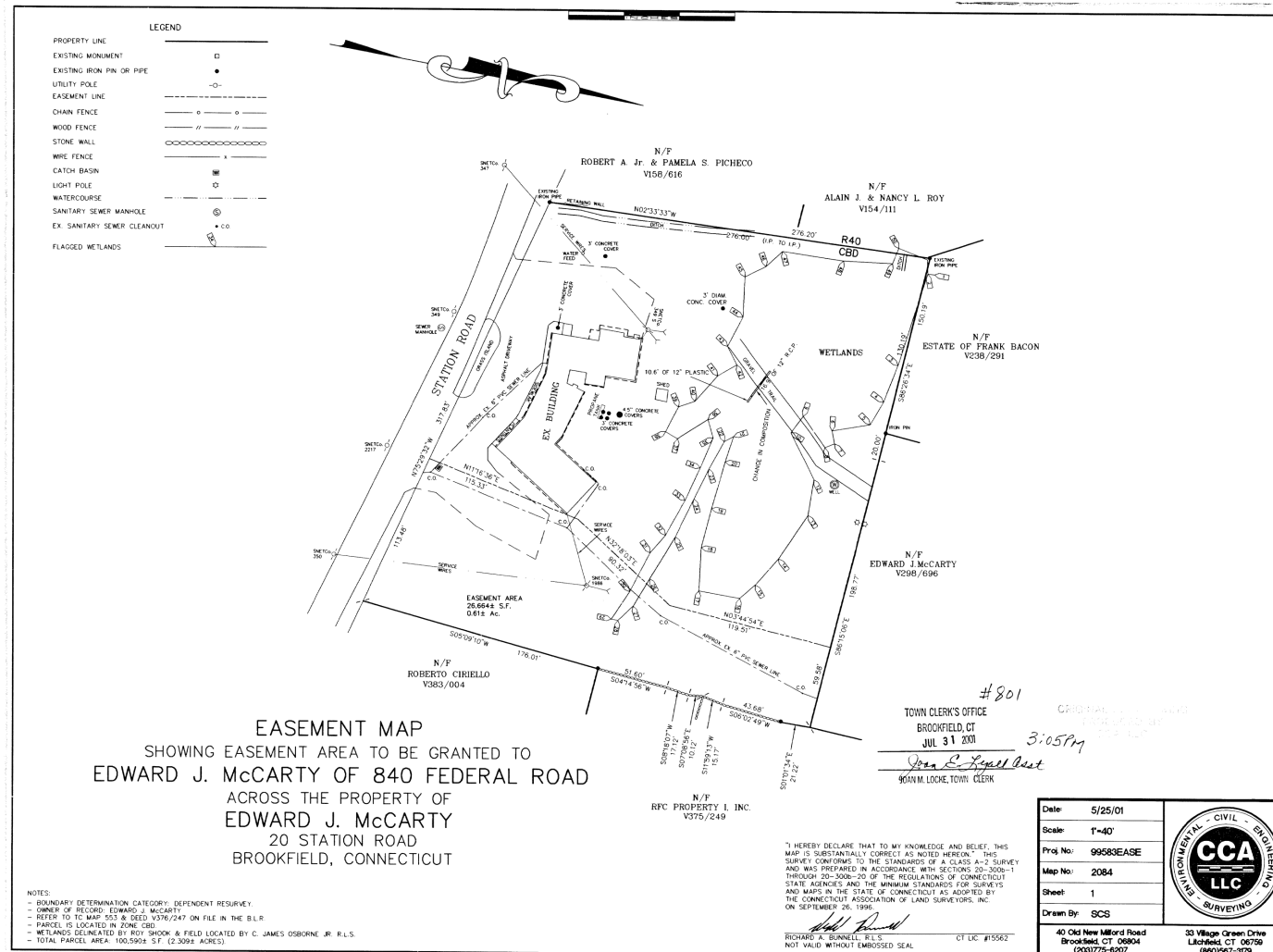


## **Appendix G – Property/ Easement Maps**

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801







## **Appendix H – Other Information**

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**From:** DiCamillo, Antonio  
**Sent:** Wednesday, November 16, 2022 2:50 PM  
**To:** Mai, Brian  
**Subject:** FW: Still River Greenway - Brookfield CT Greenway Designation

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**From:** Bradley, Kimberly <[Kimberly.Bradley@ct.gov](mailto:Kimberly.Bradley@ct.gov)>  
**Sent:** Tuesday, September 13, 2022 1:54 PM  
**To:** DiCamillo, Antonio <[Antonio.DiCamillo@stantec.com](mailto:Antonio.DiCamillo@stantec.com)>  
**Subject:** Still River Greenway - Brookfield CT Greenway Designation

Hi Antinio,

Thank you for reaching out. As we discussed the criteria for establishing CT Greenways are summarized on the following DEEP websites:

[Establishing Greenways Criteria \(ct.gov\)](#)

[Official Connecticut Greenways](#)

There is no reason for concern that specific design aspects of the trail corridor could impact CT Greenway designation.

Still River was designated as a CT Greenway back in 2002. I am going to check with Laurie Giannotti and Bruce Donald from the CT Greenways Council, but I anticipate we can include expanded sections of the trail into the Greenway designation. It is exciting to hear the project is continuing to grow.

Please feel free to reach out if you have any additional questions.

Kim Bradley

Kimberly Bradley

CT State Parks Trails & Greenways Program  
Connecticut Department of Energy and Environmental Protection  
79 Elm Street, Hartford, CT 06106-5127

P: 860-424-3938 | C: 203-915-5201 | E: [kimberly.bradley@ct.gov](mailto:kimberly.bradley@ct.gov)  
[Recreational Trails Program](#)

[CT Greenways Program](#)

[\(/DEEP\)](#)

# Connecticut Department of Energy and Environmental Protection

[CT.gov Home](#) [\(/\)](#) [Department of Energy and Environmental Protection](#) [\(/DEEP\)](#) [Outdoor Recreation](#) [\(/DEEP/Outdoor-Recreation/Outdoor-Recreation\)](#)

Establishing Greenways Criteria

## Criteria for the Designation of Connecticut Greenways

In 1995 the Connecticut General Assembly acted upon the recommendations of the Governor's Greenways Committee and passed Public Act 95-335, which institutionalized Connecticut's greenways program. A highlight of this legislation was the establishment of the Connecticut Greenways Council. One of the Council's duties is the development of criteria for the designation of greenways around the state.

The Public Act defines greenway as a "corridor of open space" that:

1. may protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or non-motorized transportation;
2. may connect existing protected areas and provide access to the outdoors;
3. may be located along a defining natural feature, such as a waterway, along a man-made corridor, including an unused right of way, traditional trail routes or historic barge canals; or
4. may be a green space along a highway or around a village.

In order to meet the criteria for official designation as a greenway, open spaces and/or pathways must fit at least one aspect of this definition. The critical element, however, is connectivity. While a loop trail in a public park may fit many recreational and open space needs, if it offers no opportunities for connecting to a greater system it does not qualify as a greenway. Conversely, a short segment of open space along a ridgeline or waterway may be deemed part of a greenway if future plans include its linkage to a larger system.

The process of greenway designation will require not only the involvement of the Greenways Council. It will also mean that there is a commitment on the local level to a project's long-term success as well. Officially designated recreational greenways will receive special signs to post at trailheads and road crossings; those that serve a resource protection function may also post these signs where appropriate. All of the designated greenways will be forwarded to the Office of Policy and Management for inclusion in future revisions of the State Plan of Conservation and Development, and will also be incorporated into any greenway plans developed by the Department of Energy and Environmental Protection.

Greenways can be much more than linear open spaces. They can be the links from city to country, from village to village, from state to state. They can reconnect people to their communities, to rivers, fields, and hillsides, enhancing the sense of place that helps define the quality of life in Connecticut. It has been said that greenways connect the places we live with the places we love. It is the hope of the Connecticut Greenways Council that the designation process will help in the development, enhancement, and preservation of those places.

The following are the suggested criteria for the designation of greenways in Connecticut. The Greenways Council and the Department of Energy and Environmental Protection may designate such areas as they deem fit these criteria. Municipalities, non-profits, or other sponsoring agencies may submit projects to the Greenways Council for designation.

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## Criteria for the Designation of Greenways in Connecticut

**In order to be considered for official greenway designation, a project must meet at least one of the following criteria:**



1. The corridor connects existing open space, trail segments, historical/cultural assets; provides alternative transportation opportunity; may be of varying lengths, but connects neighborhoods to schools, town centers, parks and recreation areas, transportation centers, or open spaces.
2. If the greenway is a municipal project, it must be included in local plan of Conservation and Development (or in the next revision thereof), and must be endorsed by the local government through a municipal resolution or compact;
3. If the greenway is a regional project, it must be included in plans of relevant Regional Planning Agency, or Council of Governments, with endorsements by the affected municipalities; or, an inter-municipal compact may be developed between towns;
4. If the greenway is a non-governmental project, it must be sponsored by organization with proven record of land use protection/recreational use, or with proven resources needed for project success; licensing, easements, or other agreements for use of state, municipal, or private land must be on file; it must be endorsed by the local government through a municipal resolution or compact;
5. The segment submitted for designation may be a key link in an emerging greenway, either for conservation or recreation purposes;
6. Once designated, such greenway shall be reflected in the State Plan of Conservation and Development as revised by the Office of Policy and Management and in any state-wide greenway plan developed by the Department of Energy and Environmental Protection.
7. Greenway designation may be revised by The Greenways Council should the designated use change.

Content last updated November 17, 2014