

Feasibility Study for

Still River Greenway Trail Extension

Town of Brookfield
December 1, 2022



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1.0 Introduction

Stantec Consulting Services Inc. (Stantec) was retained by the Town of Brookfield, Connecticut to prepare a feasibility study for the extension of the Still River Greenway Trail (SRGT) from its current end point on Federal Road (CT Route 202) to the Brookfield/New Milford town line in order to increase connectivity in and around the Town Center. As part of this study, Stantec's scope was to prepare routing plans, obtain information from public information meetings, review environmental constraints and compile cost estimates focusing on funding opportunities for the recommended route.

The Still River Greenway is a 2.25-mile-long multi-use trail and greenway along the Still River in Brookfield, Connecticut. The trail runs from the Brookfield Municipal Center to the Brookfield Town Center (also known as the "Four Corners" district) while another segment of the trail loops around the Municipal Center. The existing trail is mostly comprised of a 10'-wide bituminous surface; however the material and width vary along Federal Road. After the town conducted a Needs Assessment Study in 2000, the trail construction began in 2011 for Phase I while Phase II finished in 2016.

The existing Still River Greenway formally ends approximately 440' south of the intersection of Station Road and Federal Road. This existing segment here is comprised of a 10'-wide concrete walk adjacent to the roadway with associated multi-use trail signage. The project study area begins at the intersection of Laurel Hill Road and Federal Road and extends north, loosely following the path of the Still River/Federal Road until it reaches the Brookfield/New Milford town line. The Town of New Milford is also studying routes to reach the Brookfield town line, but at this time the exact connection point is not known. The SRGT has been confirmed as an Officially Designated Connecticut Greenway by the Connecticut Greenways Council; and therefore, the extension must meet the guidelines of these agencies so that the extension can also be granted this designation.

2.0 Route Options

2.1 ROUTE OPTION OVERVIEW

Four main options for this trail extension were selected for further evaluation after multiple potential locations for the trail extension were reviewed. Some portions of the four options overlap with each other and also current and/or future Town streetscape projects which are in varying levels of design. These trail routes traverse through private properties, DOT right of way, Town property and environmentally sensitive areas such as FEMA floodplains/floodways and sensitive endangered species areas. It is anticipated that most of the extension would be an 8' or 10' wide multi-use trail to the greatest extent possible with some areas requiring narrowing of the trail to a 5' sidewalk. Boardwalks and/or short bridge segments will also likely be required in order to cross watercourses and/or wetland areas. Most of the options will contain sidewalk segments adjacent to roadways along with segments through the woods. Figures showing all the options can be found in Appendix A.

2.2 OPTION 1

This trail option begins at the intersection of Laurel Hill Road and Federal Road. Currently there is a development under construction east of this intersection which will provide a new parking lot for the trail along with a new traffic light and crosswalk. The trail will cross Federal Road and head west along the east side of Laurel Hill Road along the newly built Streetscape 5 and 3 projects which end approximately 500' from Federal Road. This location is where the formal trail extension would begin. The new trail along Laurel Hill Road would be comprised of an 8' wide concrete sidewalk with a 3' wide brick shelf. Due to the narrow road and grades adjacent to the road several easements would be needed to install the trail. The trail would continue north up to the intersection with Station Road where it will cross to the north side of Station Road. From this point the trail would run east and enter a private property (20 Station Rd) which is currently planned to be remediated. Heading north/east through several private properties the trail would then connect to Federal Road approximately 840' north of Station Road. At this point the trail would require a mid-block crossing of Federal Road by utilizing a Rapid Rectangular Flashing Beacon (RRFB) system. The trail will then cross the road with a new painted crosswalk at this location. The trail would continue along the east side of Federal Road it would head east and then north along the edges of a private property which is currently being redeveloped. The trail would be adjacent to the Still River and would run north for approximately 3400' at the back of multiple properties including two multi-unit developments. Continuing north, generally adjacent to the Still River, the trail enters a wetland/FEMA floodplain area. Boardwalks and/or a small bridge crossing would be required in this sensitive environmental area. The trail would then continue north to the Brookfield/New Milford Town line.



View of Laurel Hill Road – Streetscape 3, looking west

Challenges:

- Multiple easements and private property impacts in a residential setting (Laurel Hill Road)
- Impacts to privacy at areas behind Riverview Apartments and Newbury Village
- Longer trail length/cost
- Northern portion runs through environmentally sensitive areas and floodplains
- Significant disturbance to wooded areas

Benefits:

- Trail extends from currently built streetscape projects
- Provides a significant amount of length next to the Still River
- Connects Laurel Hill Neighborhood to Four Corners area

2.3 OPTION 2

This option begins at the end of the current multi-use trail 440' south of Station Road on the west side of Federal Road. The existing sidewalk would be utilized to extend the trail to the north through the Station Road intersection, therefore no new construction would be needed to this point. Once on the north side of the intersection, new trail construction would widen the trail as much as possible given the right of way constraints. This sidewalk north of Station Road is also part of a future streetscape improvement (Streetscape 4). At a point 870' north from Station Road, the trail would require a mid-block crossing of Federal Road by utilizing a Rapid Rectangular Flashing Beacon (RRFB) system and would head east/north behind two building complexes and continue north along the same route described in Option 1 above.



Intersection of Federal Road and Station Road – looking west

Challenges:

- Trail would narrow to a sidewalk (5' minimum width) requiring bikes to dismount
- Impacts to privacy at areas behind Riverview Apartments and Newbury Village
- Northern portion runs through environmentally sensitive areas and floodplains requiring extensive permitting
- Significant disturbance to wooded areas

Benefits:

- Trail extends the currently built streetscape projects
- Provides a significant amount of length next to the Still River

2.4 OPTION 3

Option 3 begins at the same location as Option 2 where the current multi-use trail ends 440' south of Station Road on the west side of Federal Road. Again, the existing sidewalk would be utilized to reach the intersection of Station Road and Federal Road. The trail would then cross Federal Road and run east along an existing sidewalk along Whisconier Road and would cross the Still River at the existing bridge/sidewalk. Once over the river, the trail would cross Whisconier Road along an existing crosswalk and RRFB. From this point the trail would head north adjacent/along an existing road partially owned by the Town. The trail would then continue north adjacent to the Housatonic Railroad Property and traverse several private properties as it heads north along wetland areas and partially in a FEMA floodplain/floodway until it reaches the Brookfield/New Milford Town line. An existing pedestrian bridge could potentially be used to cross the Still River at the northernmost point of this trail route; however, this bridge would need to be upgraded to be code compliant and load rated.



Existing RRFB crossing at Whisconier Road

Challenges:

- Trail would narrow to a sidewalk (5' minimum width) requiring bikes to dismount
- Northern portion runs through environmentally sensitive areas and floodplains requiring extensive permitting
- Significant disturbance to wooded areas
- Sight distance concerns at existing crosswalk east of Federal Road and Station Road Intersection
- Proximity to Housatonic Railroad with easements likely required
- Limited public engagement done to date

Benefits:

- Reduces impacts and privacy concerns at residential properties
- Provides a significant amount of length next to the Still River

2.5 OPTION 4

This option begins at the end of the current multi-use trail 440' south of Station Road on the west side of Federal Road. It continues north across Station Road by utilizing an existing crosswalk and utilizes the existing sidewalk on the west side of Federal Road and the future Streetscape 4 extension which ends with a mid-block crossing at the Newbury Village development. From this point the new trail extension would continue north on the east side of Federal Road for approximately 1450' until it reaches an existing culvert over Limekiln Brook. This segment would match the Streetscape 4 segment (3' brick pavers and 8' wide concrete trail/sidewalk). In order to cross this culvert running under Federal Road, it is anticipated that a wall will be required due to grading challenges along with a boardwalk running above the existing culvert in order to avoid filling in the floodplain/floodway (actual crossing design to be determined). After this crossing it would continue east along the watercourse with a 10' wide trail section until it reaches a point where Options 1 and 2 join and then continue to head north.



Limekiln Brook crossing/Newbury Village at Federal Road

Challenges:

- Majority of the work on CTDOT R.O.W. requires coordination/reviews with CTDOT
- Northern portion runs through environmentally sensitive areas and floodplains requiring extensive permitting
- Significant disturbance to wooded areas at northern end

Benefits:

- Reduces impacts and privacy concerns at residential properties
- Reduced overall length of trail and cost

3.0 Design Considerations

3.1 RIGHTS OF WAY AND EASEMENTS

Easements should be avoided or reduced to the greatest degree possible however, all of the trail options noted above will involve some private property impacts. The Town has been working with some of the owners which are redeveloping properties in order to get agreements for easements. In some cases, formal easements are already in place and could be used for the trail construction (such as 20 Station Rd. and Newbury Village) while in other cases property owners will need to be engaged to evaluate the potential for an easement. On-road routes present a more favorable property acquisition since the takings or easements are strips of land which are needed to achieve the required width of the trail. Generally, easements from commercial/industrial properties are easier to obtain than residential ones.

When the trail runs through or adjacent to residential properties, several design considerations are reviewed to lessen the impacts. Fencing can be utilized in these situations. Different types are used such as chain link fencing (with slats), vinyl fencing and wood fencing. These options serve to provide screening and also address safety/trespassing concerns. Screen trees can also be utilized in these areas. Evergreen trees are typically better suited for this application since they offer screening for the entire year. Signage is also a tool that is used to prevent people from trespassing or from parking in private properties to enter the trail.

Property map information can be found in Appendix H.

A table summarizing the trail length and approximate property impacts for each option is shown below. Additional easements may be required depending on design/location of trail.

Figure 1

Total options	Total Length (ft)	Length on Roadway (ft)	Length on Private Property (ft)	Easements Required
Option 1	11,800	2,400	9,400	15
Option 2	9,500	1,600	7,900	6
Option 3	9,500	1,000	8,500	7
Option 4	7,100	1,700	5,300	3

3.2 PUBLIC INPUT

Public participation and feedback are incredibly important for a trail project potentially impacting residential properties. A public hearing was held on October 20, 2022, at the Brookfield Town Hall. Mailings were sent out to property owners adjacent to all the routes presented in this report. In total there were 39 attendees, with 27 of these attendees present in person during the presentation. The majority of people who attended the meeting live in either Riverview LLC or Newbury Village.

The primary concerns shared by the residents related to the proximity of the trail to the residences. They felt that this would impact safety and privacy. Disturbance to existing wooded areas was also raised as a concern.

The trail was deemed to run too close to the buildings of Newbury Village and Riverview Apartments by the attendees which would impact the resident's privacy. Possible screening vegetation and fencing was discussed to address this concern.

Another major concern expressed by the residents was overall safety. Attendees stated that having a public trail near their homes may solicit crime, primarily trespassing. The trespassing concerns were not just limited to trail users accessing the residential properties from the trail, but also illegal parking. Some solutions noted by Stantec included fencing, screening, and signage such as no trespassing/parking signs, as well as an increased police presence.

A third major concern shared by the attendees included the impacts to the environmental sensitivity of the corridor. Impact to beaver habitat and birds in the areas was discussed. Stantec suggested conducting a study on the native wildlife and vegetation relevant to the area to get a better understanding of the species and how to least impact them.

The public hearing provided important feedback on public opinion for the three options presented. Options 1, 2 and 3 were presented at the public meeting. From the comments received, Stantec was able to produce the fourth Still River Greenway Extension option (Option 4). This option generally addresses the privacy concerns made by the residents from the public hearing.

3.3 ENVIRONMENTAL AND PERMITTING

Certain sections of the trail will be located within or adjacent to wetlands, watercourses, and other environmentally sensitive areas. The segment on the northern portion of all options will have the most impact. The trail in this area may require a bridge and boardwalks which will have permanent wetland/watercourse impacts. Any impacts to wetland areas (or upland review areas) are likely to trigger Local Inland Wetlands Permits along with Army Corps of Engineers (ACOE) permits. A local wetlands permit will be required when wetlands or upland review areas are impacted. ACOE permits will be required only if wetlands are impacted. If impacts are less than 5,000 square feet, a Self-Verification (SV) permit will likely be required. If more than 5,000

square feet are impacted, an ACOE Pre-Construction Notification Permit (PCN) would be required. Other parameters/impacts may trigger an ACOE PCN aside from the impact area. These permits will require a wetlands evaluation and flagging of the area along with formulation of feasible and prudent alternatives which may provide for less of an impact while still achieving the overall goal of the project. Low impact construction using helical piles, smaller equipment and hand work can help to mitigate these concerns.

The trail in the northern portion of the route also enters an area of special concern based on the CTDEEP Natural Diversity Database (NDDB) mapping. These are areas where protected species are likely present and additional measures will need to be incorporated into the design to ensure no impacts to these species. At this time, it is not known what the protected/endangered species are, and a formal request is recommended in the next phase of this project.

A FEMA floodplain and floodway is also present at the northern section of the trail. The Still River has been modeled in detail by FEMA and an AE flood area and floodway have been established for this segment. These areas are closely regulated by CTDEEP and local floodplain boards. Adverse impacts are generally not allowed when working in these areas and a hydraulic analysis may be required. A Flood Management Certification may be required from DEEP or CTDOT depending on the type of funding and who owns the property where the work will take place.

Another aspect of permitting that is critical to projects like these pertains to potential archaeological significance at the project area. Typically, for State funded projects, DOT will conduct a cursory review of the route to determine if archaeological impacts may be possible. If this is the case, a Phase I and possibly Phase II and III archaeological investigations may be required along with coordination with SHPO (State Historic Preservation Office). Depending on the findings, the trail route may need to be adjusted to avoid historically sensitive areas.

Additionally, construction taking place in the right of way of Federal Road (State Route 202) will require an encroachment permit from the CTDOT District Office.

The following permits are anticipated to be needed for the project (depending on the funding source and option chosen). However, other permits may be required depending on the scope of the project:

- Local Inland Wetlands (Town of Brookfield)
- ACOE General Permit (Self Verification or Pre-Construction Notification depending on impacts)
- FMC (Flood Management Certification depending on floodplain impacts and funding)
- FEMA CLOMR/LOMR (if adverse hydraulic impacts are not eliminated)
- NDDB Coordination/Request

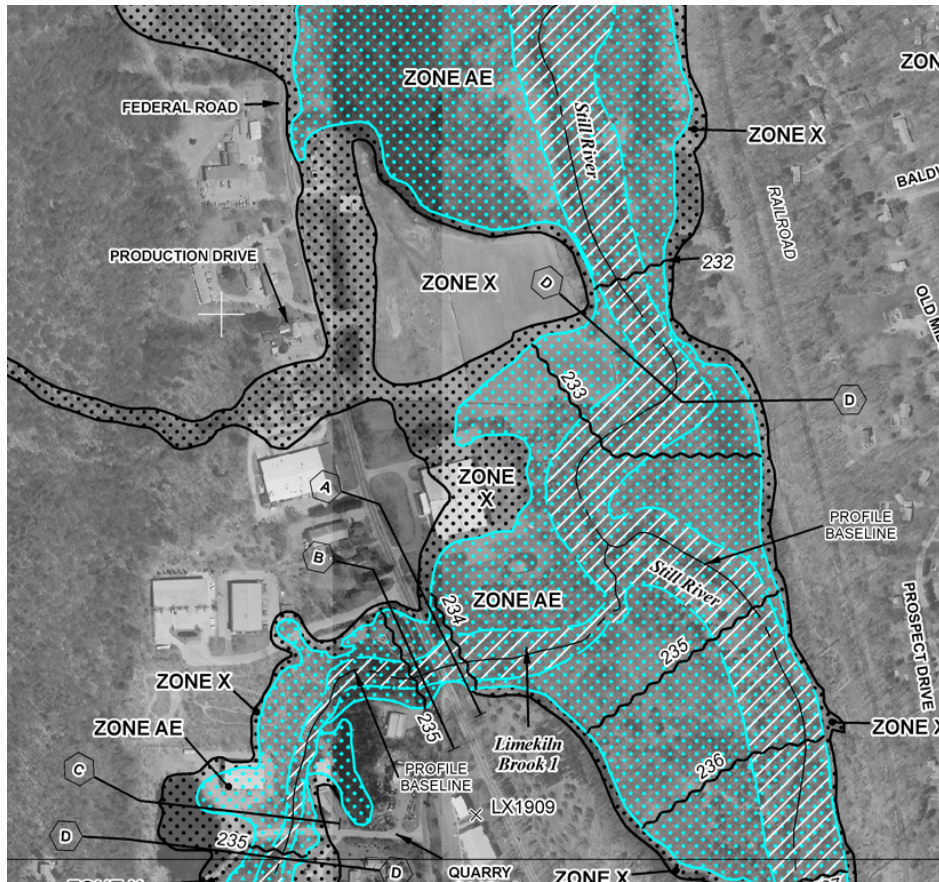
- Encroachment Permit from CTDOT District Office

3.4 STRUCTURAL COMPONENTS

All the trail options will require boardwalks or possibly a small pedestrian bridge. Boardwalks are recommended to be used through environmentally sensitive areas such as wetlands to reduce the physical impact to these areas. Bridges will likely consist of prefabricated pedestrian structures supported by piles or standard foundations depending on the existing soil conditions. Boardwalk structures will consist of timber framed components and be supported by shallow foundations or helical screw piles as required by subsurface conditions. The advantage of this type of construction is that piles can be driven from previously installed boardwalk segments reducing the direct or temporary impacts to wetlands. An existing bridge on an Eversource property close to the Town line could potentially be utilized by the trail, however, further investigation will be required. Retrofitting code compliant railings along with load rating investigations would be anticipated.

3.5 HYDRAULIC CONSIDERATIONS

A portion of the trail project is located within the FEMA (Federal Emergency Management Agency) 100-year floodplain and floodway for the Still River and Limekiln Brook. Impacts to the floodplain and floodway are anticipated since a bridge and/or boardwalks will likely be required in the northern route segment for some options which will likely affect the hydraulic conveyance of the watercourses. A hydraulic analysis will likely be required (unless the trail is installed on-grade) which will compare existing conditions to proposed conditions. Field surveyed cross sections will be needed and then a hydraulic model (utilizing HEC-Ras software) will be compiled for existing conditions. The proposed trail route with grading impacts will then be incorporated into a proposed hydraulic model. The results will show if the trail has adverse impacts to the water surface elevations and velocities in the channel. No adverse water surface elevation impacts greater than 1.0 feet are allowed within the floodplain and no adverse impacts greater than 0.00' are allowed within the floodway. If impacts greater than these are unavoidable, a FEMA Letter of Map Revision would be required. This is time consuming effort which should be avoided if possible.



FEMA FIS Map at Limekiln Brook and Still River.

3.6 RAILROAD CONSIDERATIONS

Option 3 for the trail route will be in the vicinity of the Housatonic Railroad (north of Station Road and east of the Still River). It is our understanding that this railroad track section is rarely used and is only used for freight trains. The trail may need to run adjacent to the tracks and an easement from the railroad company may be required. It is recommended by CTDOT Rails to keep trails at least 25 feet from the center of the tracks since any trail portions within 25 feet of the tracks will likely require a structural barrier. Additional safety measures may be required by the railroad company depending on the proximity to the tracks. It has been noted that preliminary discussions have taken place for the New Milford segment of the trail with no progress on obtaining an easement. Further investigation and discussion with the railroad company will be required if this alternative is pursued.



Housatonic Railroad North of Station Road

3.7 OTHER STUDY INFORMATION

This feasibility study focused on providing the most feasible route for the trail project along the Still River corridor. Several other alternative routes (or alternative segments of identified routes) were reviewed through the process but were not identified as being feasible given the constraints.

However, an alternative route to having the trail run through the wetlands/floodplain in the northern segment was identified (Alternate 4A). This involves the trail running adjacent to the property just north of Limekiln Brook and heading to the west towards Federal Road where it would continue to run north along the back of several properties. This route does not offer the aesthetic value that the options running along the river offer; however, the environmental impacts are significantly reduced with this option.

It has been shown by multiple studies that property values increase when the property is in proximity to a trail network. This provides alternative methods of transportation and recreation which are generally considered an amenity to a neighborhood.

The Still River Greenway is officially designated a greenway by CTDEEP. As part of this study, Stantec reached out CTDEEP to confirm that a sub-standard trail segment (less than 8' in width) would not jeopardize this designation for the extension. It was noted by Kimberly Bradley (CT State Parks Trails and Greenways) that a sidewalk segment between two trail segments would not impact the greenway designation as long as the general greenway criteria is met.

It is our understanding that discussions have taken place between the Still River Greenway Ad-Hoc Committee for Brookfield and their counterparts in the Town of New Milford. The New Milford group is continuing to explore options for extending the trail south to connect with the Brookfield section but at this time no exact location for this connection has been established.

The Town of Brookfield has been successful in securing funding for multiple recent streetscape projects. Several opportunities for funding could be pursued for this project. The conceptual project cost is within the ideal range for a LOTCIP funded project. The Town is currently using LOTCIP funds for some of the work being done or recently completed. This trail extension would extend to the north providing additional connectivity and recreational opportunities and would be a great candidate for the COG to endorse. Other funding opportunities that can be pursued include CTDEEP Recreational Trail Grants.

3.8 OPINION OF PROBABLE COST

Conceptual opinions of probable cost were developed based on CTDOT Estimating Guidelines, historic unit pricing, and current trends in construction costs. These estimates include contingencies, but exclude any costs related to maintenance of the trail and boardwalks. Option 4 includes an additional 150 linear feet of boardwalk to be used at critical areas as the trail runs north through the floodplain and potential wetland areas. Alternative 4A does not include this amount since it is assumed that the wetlands will be generally avoided. Actual boardwalk length required will depend on the final design route and associated permitting requirements.

These costs also include a 25% allowance for minor items, 25% for contingency and 25% for incidentals (per DOT guidelines for a conceptual design phase). A summary of the costs for the separate segments is shown below. A detailed breakdown of costs is included in Appendix G.

Section Identification	Opinion of Probable Cost
Option 4: Newbury Village to Town of New Milford Line	\$3,498,000
Option 4 - <u>Alternate 4A</u> : Newbury Village to Town of New Milford Line	\$3,528,000

4.0 SUMMARY OF FINDINGS

4.1 CONCLUSION

This feasibility study has been prepared to explore various trail locations for the Still River Greenway Extension in the vicinity of the Still River/Federal Road corridor. The recommended route in this report takes into consideration, aesthetics, constructability, cost, environmental impacts and right of way impacts. Based on all these aspects it is recommended that Option 4 be pursued. This option reduces the amount of residential property impacts and concerns, is a relatively short length by using the future Streetscape 4 as an extension and could provide a reduced environmental impact if Alternate 4A is chosen. It is recommended that a more detailed review of the selected route take place including conceptual plans, a formal NDDB request and additional coordination with permitting agencies to further develop the trail route. These more detailed studies for the extension could then be used for supporting an application for funding.

It is recommended that the Town revise and resubmit the LOTCIP grant application documentation for Streetscape 4 to widen the sidewalk project to include an 8' wide multi-use trail to meet CT Greenway criteria and incorporate a trail section to allow for different uses of this segment. It is also recommended that the Town seek to formally expand the Greenway Trail Designation through CT DEEP for the currently built segments of the trail (Streetscapes 1-3 as applicable) to have these segments added to the formal greenway mapping.

The SRGT segment described in this report is a vital connection between the trail that ends on Federal Road and the Town of New Milford. The project design will encounter several difficult design elements such as hydraulic/environmental issues and private property impacts. However, with an environmentally sensitive approach, significant public outreach and extensive coordination with all stakeholders, the project can be a successful link between the Town of Brookfield and the Town of New Milford. It will provide active recreation opportunities for residents and will expand alternative transportation modes within the Town.

5.0 Appendices

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

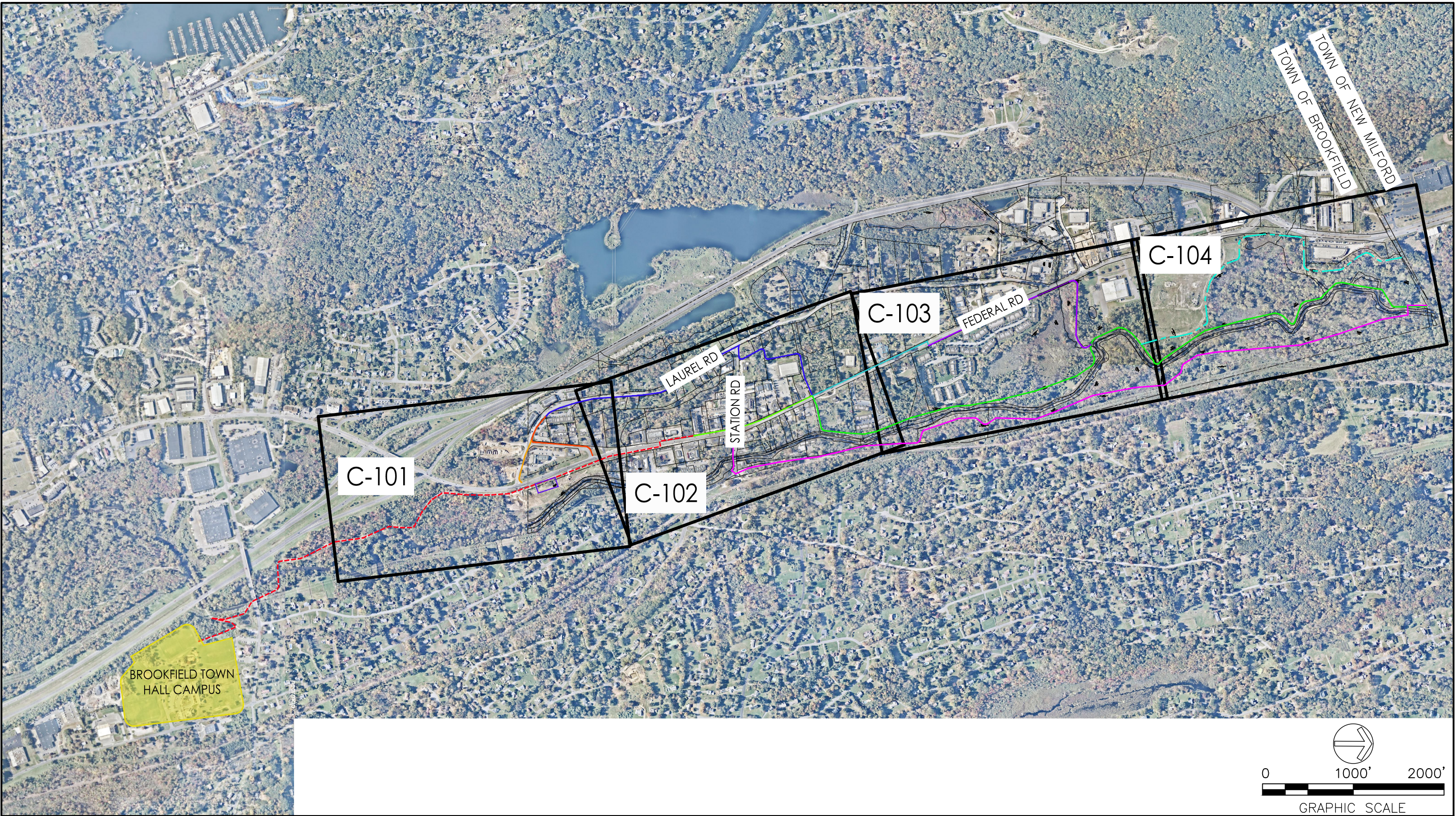
Appendix F – Preliminary Opinion of Probable Cost

Appendix G – Property/ Easement Maps

Appendix H – Other Information

Appendix A – Trail Layout Maps

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Notes

Client/Project
TOWN OF BROOKFIELD
SRGT EXTENSION STUDY

Project No.
192311342

Title
TRAIL LAYOUT PLAN

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

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Notes



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GRAPHIC SCALE

	EASEMENT SECURED		CRITICAL HABITAT AREA
	EASEMENT NEEDED		PROPERTY LINES
	FEMA FLOODWAY		5 FOOT CONTOURS
	FEMA FLOODPLAIN		

Client/Project

TOWN OF BROOKFIELD

SRGT EXTENSION STUDY

Project No.

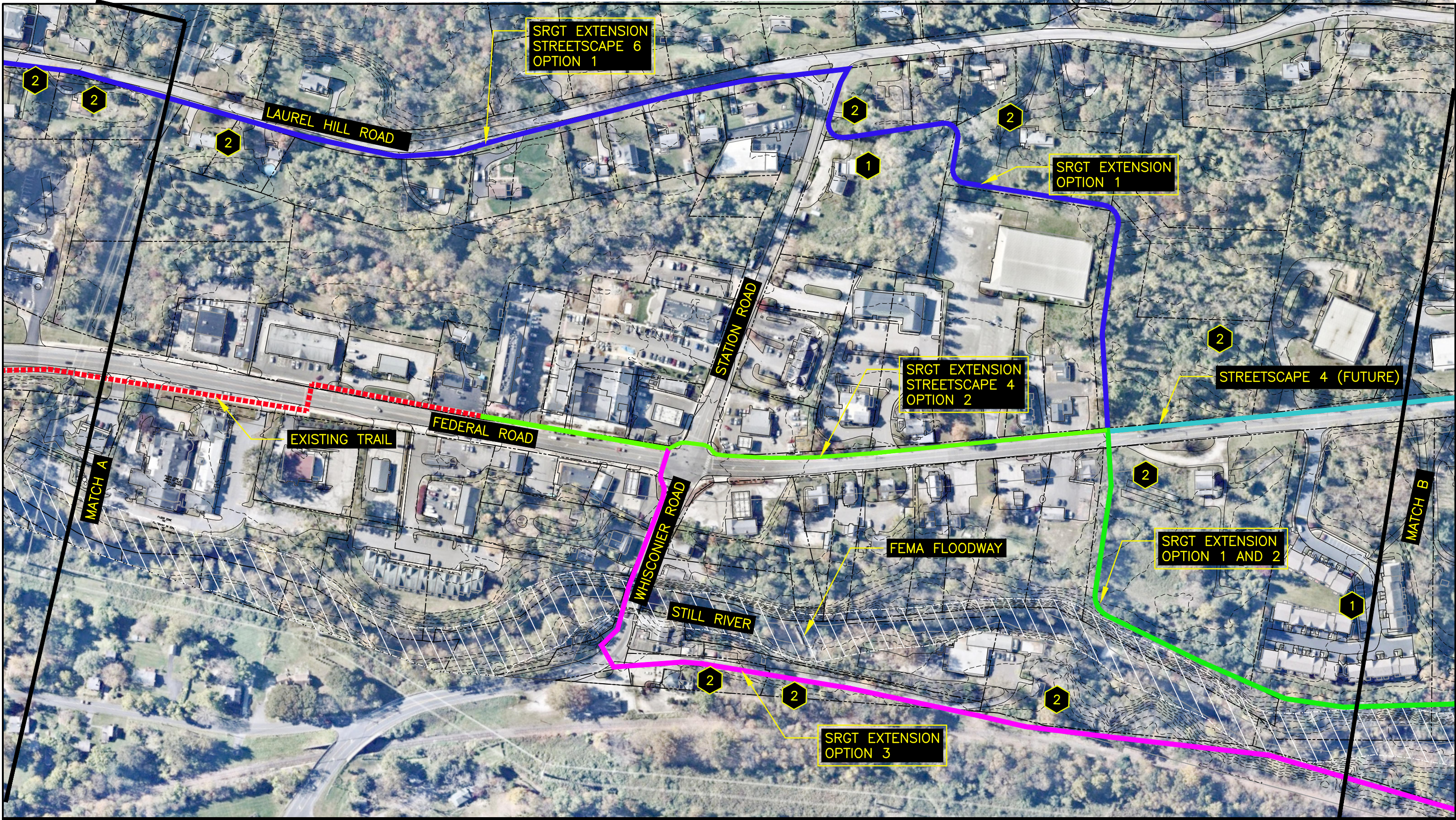
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TRAIL LAYOUT PLAN

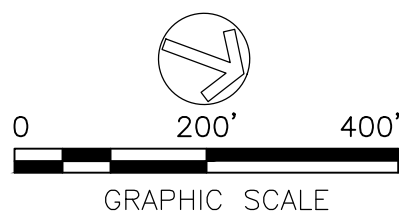
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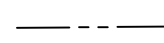



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Notes



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

-  CRITICAL HABITAT AREA
-  PROPERTY LINES
-  5 FOOT CONTOURS

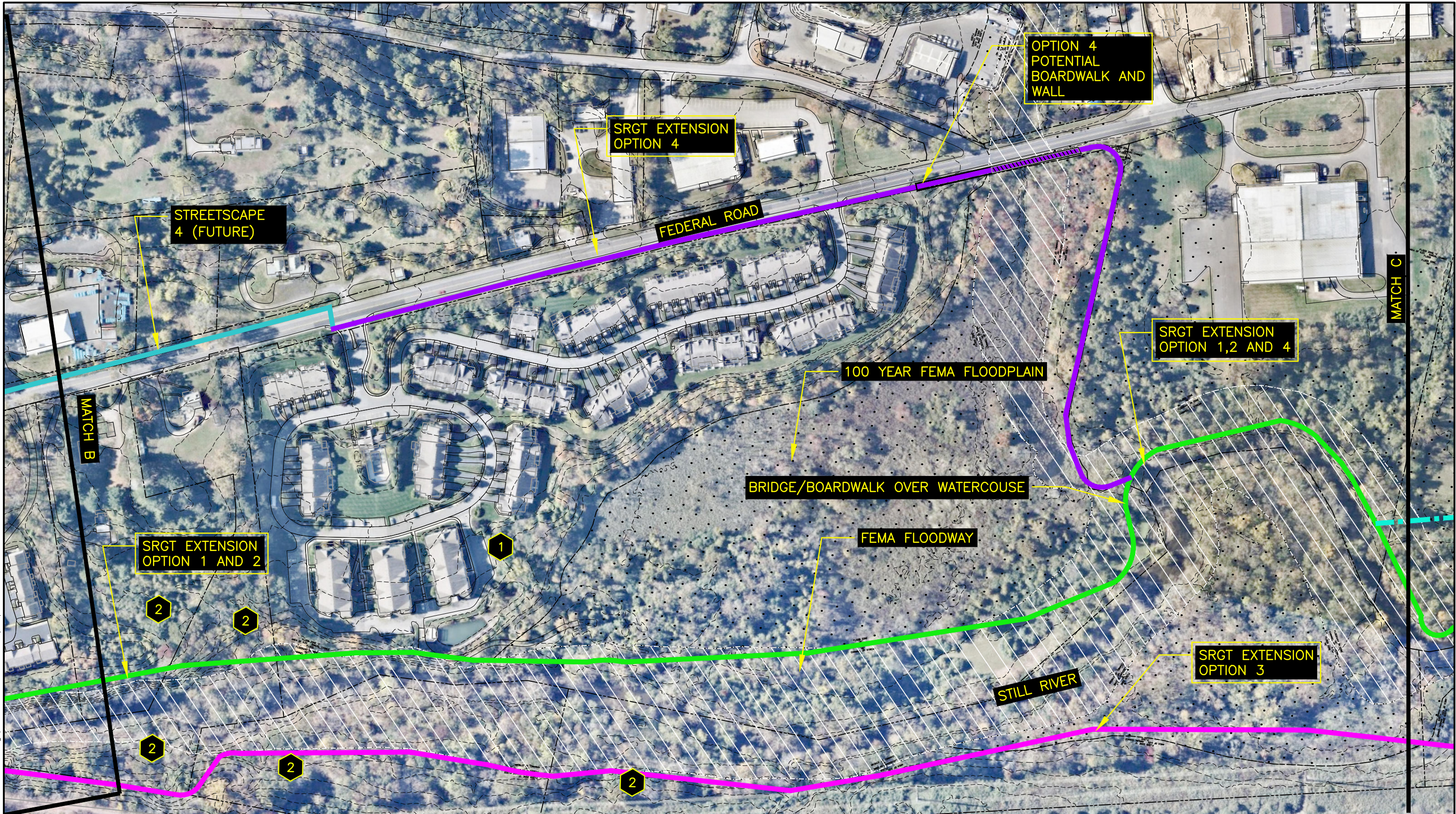
Client/Project
TOWN OF BROOKFIELD
SRGT EXTENSION STUDY

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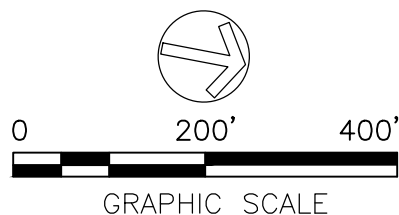
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Notes



1

EASEMENT SECURED

2

EASEMENT NEEDED



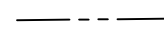
FEMA FLOODWAY



FEMA FLOODPLAIN



CRITICAL HABITAT AREA



PROPERTY LINES



5 FOOT CONTOURS

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TOWN OF BROOKFIELD

SRGT EXTENSION STUDY

Project No.

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Title

TRAIL LAYOUT PLAN

Revision

Reference Sheet

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Date

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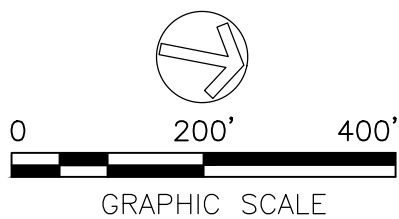
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Notes



EASEMENT SECURED



EASEMENT NEEDED



FEMA FLOODWAY



FEMA FLOODPLAIN



CRITICAL HABITAT AREA



PROPERTY LINES



5 FOOT CONTOURS

Client/Project

TOWN OF BROOKFIELD

SRGT EXTENSION STUDY

Project No.

192311342

Title

TRAIL LAYOUT PLAN

Revision

Reference Sheet

08/04/2022

Date

C-104

Figure No.

Appendix B – Photographs



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 APARTMENTS 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

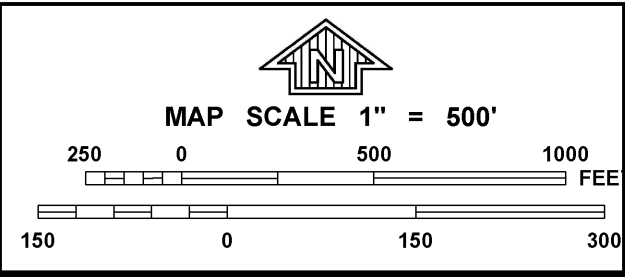
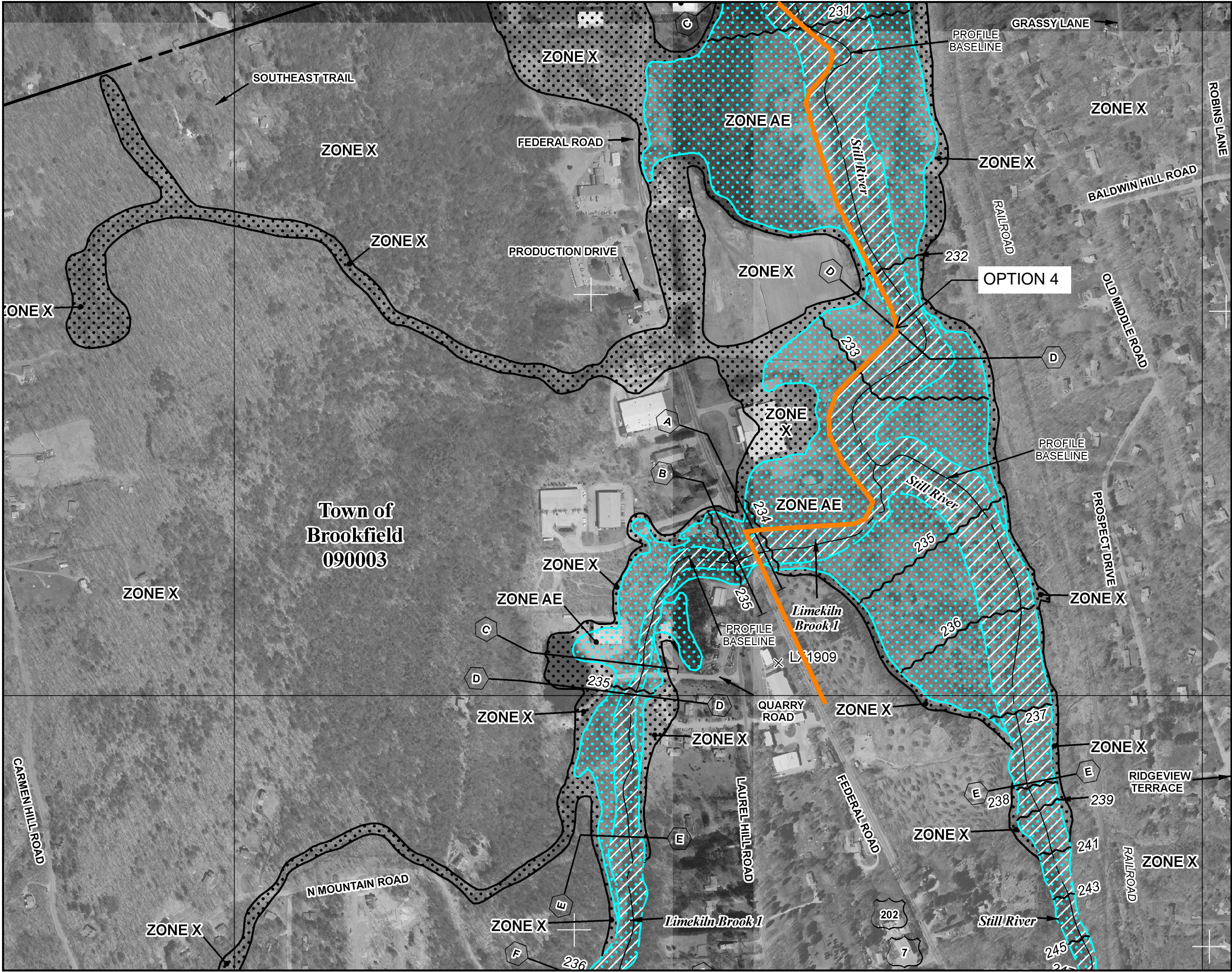


VIEW OF BERM LOCATED IN FRONT OF NEWBURY VILLAGE
FACING NORTH



VIEW OF FEDERAL ROAD ADJACENT TO LIMEKILN BROOK
CULVERT CROSSING

Appendix C – Environmental /FEMA Information



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




OPTION 4

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.

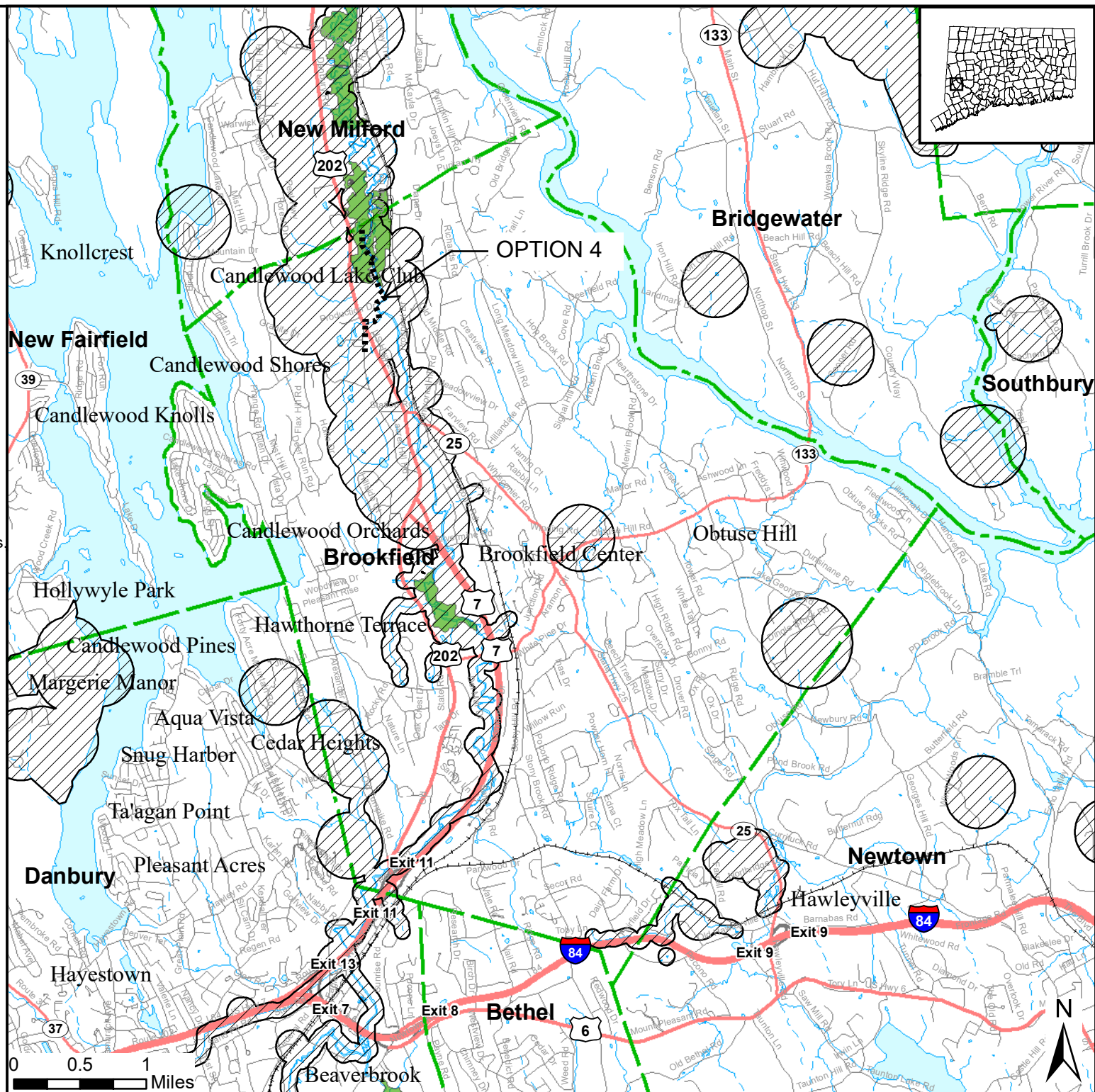
www.ct.gov/deep/nddbrequest

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
Phone: (860) 424-3011



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



Appendix D – Public Meeting Information

TARA CARR
FIRST SELECTMAN



100 POCONO ROAD
BROOKFIELD, CT 06804

OFFICE OF THE FIRST SELECTMAN
TOWN OF BROOKFIELD

October 7, 2022

To Whom It May Concern:

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

Since its opening in 2016, the Still River Greenway has become one of Connecticut's most popular Greenways used by over 90,000 people a year. The Town has retained the services of Stantec, a professional engineering company with much experience in trail design, to conduct a planning study for the extension of the Still River Greenway Trail from the vicinity of Laurel Hill and Federal Roads north to the New Milford Town line. As part of this study, several route options are being reviewed. You are invited to a public information meeting to be held on **Thursday, October 20, 2022, from 7:00 p.m. to 9:00 p.m. at the Brookfield Town Hall, 100 Pocono Road, in Room 133.** This meeting can also be attended via zoom by using the link below. The various trail routing options will be discussed to receive feedback from various stake-holders including property owners along the various routes being evaluated.

The project is in the early planning stages. Your input will be important to the decision making process.

Join Zoom Meeting

<https://us02web.zoom.us/j/82351058524?pwd=WE9QMmZCWm9idXVWVHBUcmt1L1ZyQT09>

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) at 203-740-3865, if you have any questions at this time.

Sincerely,


Tara Carr
First Selectman

LETTER SENT TO ADJACENT PROPERTY OWNERS

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.

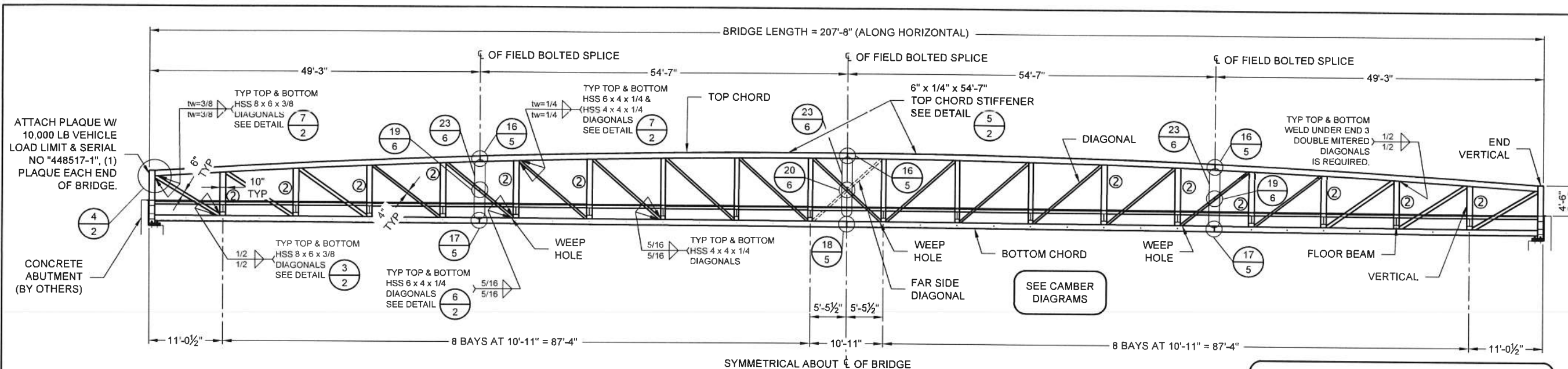
- Resident comment- concerns Riverview is too close to trail
 - Stantec response- showed prepared cross section slide and explained how existing trees and vegetation will be used for cover, and the actual trail would be 10 feet below base of building
 - Resident response- resident still doesn't seem 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

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.

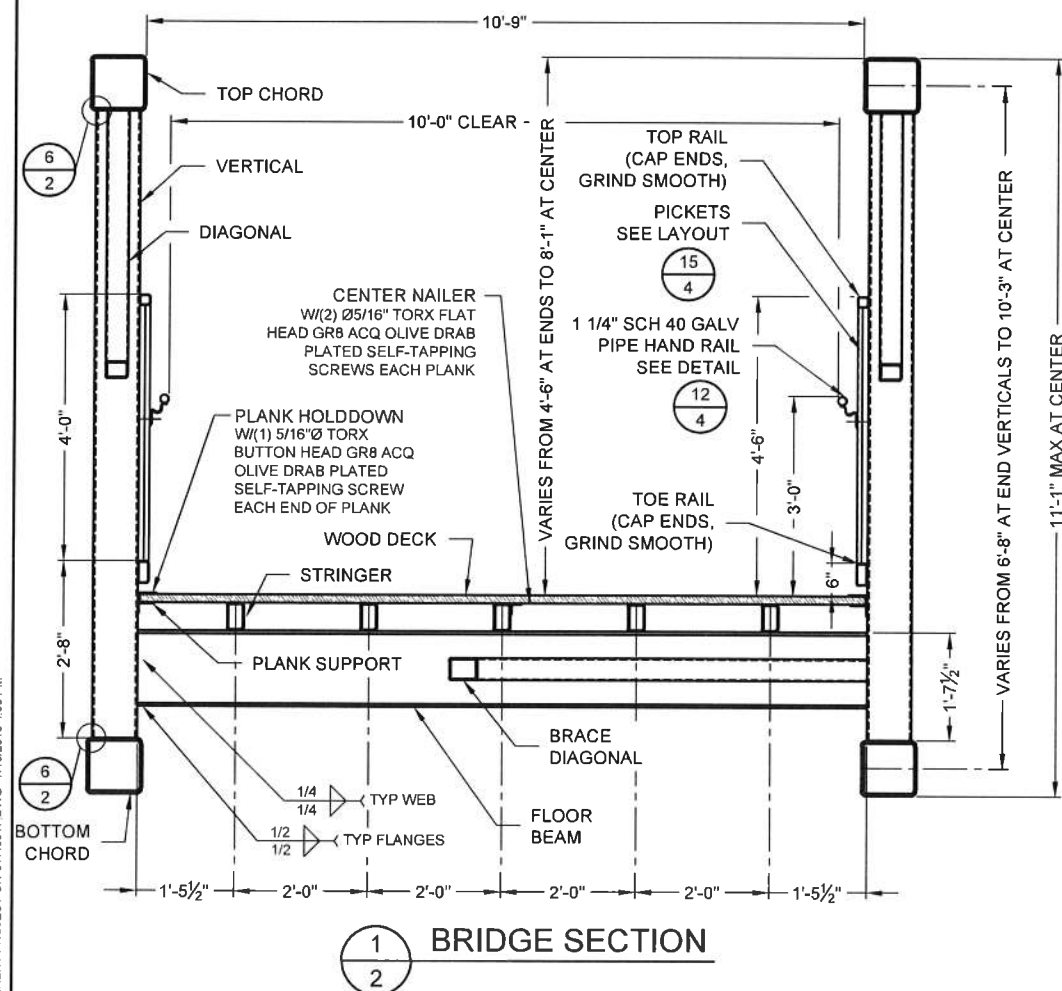
B. 67 PSF WIND LOAD PER AASHTO SIGNS AND LUMINEERS.

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
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.
AI**SC**
 FOUNDED 1921
AI**SC** CERTIFIED
 FABRICATOR



EXAMPLE OF EXISTING BRIDGE RETROFITTED FOR A TRAIL CROSSING



EXAMPLE OF BOARDWALK OVER WETLAND/WATERCOURSE

Appendix F – Preliminary Opinion of Probable Cost

CONCEPTUAL OPINION OF PROBABLE COST STILLRIVER GREENWAY TRAIL EXTENSION - OPTION 4

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	\$ 150.00	\$ 39,000.00
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	\$ 55.00	\$ 79,750.00
0906202	Wood Fence	LF	850	\$ 100.00	\$ 85,000.00
					-
0913016	6' Chain Link Fence	LF	1600	\$ 50.00	\$ 80,000.00
0921001	Concrete sidewalk (8' wide)	SF	14000	\$ 13.00	\$ 182,000.00
0921018	Brick Pavers (3' wide)	SF	3900	\$ 35.00	\$ 136,500.00
0922001	Bituminous Concrete Sidewalk (10' wide trail)	SY	4750	\$ 60.00	\$ 285,000.00
0922103A	Boardwalk (10' wide)	SF	3100	\$ 130.00	\$ 403,000.00
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			\$	1,528,850
B	Minor Items Subtotal	25	% of Line "A"	\$	382,213
C	Major and Minor Contract Items Subtotal (A + B)			\$	1,911,063

Other Item Allowances

Other Item Allowances			
Clearing and Grubbing	5	% of Line "C"	\$ 95,553
M & P of Traffic	2	% of Line "C"	\$ 38,221
Mobilization	5	% of Line "C"	\$ 95,553
Construction Staking	1	% of Line "C"	\$ 19,111

D	Other Items Subtotal	\$ 248,438
---	----------------------	------------

E	CONTRACT SUBTOTAL (C + D)	\$ 2,159,501
---	---------------------------	--------------

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"	\$	172,760
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G	TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000)	\$ 2,332,000
----------	---	---------------------

LOTICIP Project Costs Summary

Contract Cost Estimate (Line "G")			\$ 2,332,000
Contingencies	25%		\$ 583,000
Incidentals	25%		\$ 583,000
ROW	LS		N/A
Utilities	LS		N/A

TOTAL PROJECT COST	\$ 3,498,000
--------------------	--------------

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

CONCEPTUAL OPINION OF PROBABLE COST

STILLRIVER GREENWAY TRAIL EXTENSION ALTERNATIVE OPTION 4A

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	\$ 150.00	\$ 45,000.00
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	\$ 55.00	\$ 79,750.00
0906202	Wood Fence	LF	650	\$ 100.00	\$ 65,000.00
0913016	6' Chain Link Fence	LF	4300	\$ 50.00	\$ 215,000.00
0921001	Concrete sidewalk (8' wide)	SF	14000	\$ 13.00	\$ 182,000.00
0921018	Brick Pavers (3' wide)	SF	4350	\$ 35.00	\$ 152,250.00
0922001	Bituminous Concrete Sidewalk (10' wide trail)	SY	5500	\$ 60.00	\$ 330,000.00
0922103A	Boardwalk (10' wide)	SF	1600	\$ 130.00	\$ 208,000.00
0950029	New England Seed Mix	SY	4350	\$ 3.00	\$ 13,050.00
0944106	Stockpiling and Placing Topsoil	CY	722	\$ 45.00	\$ 32,500.00

A Major Items Subtotal **\$ 1,541,550**

B Minor Items Subtotal **\$ 385,388**

C Major and Minor Contract Items Subtotal (A + B) **\$ 1,926,938**

Other Item Allowances

Clearing and Grubbing	5	% of Line "C"	\$ 96,347
M & P of Traffic	2	% of Line "C"	\$ 38,539
Mobilization	5	% of Line "C"	\$ 96,347
Construction Staking	1	% of Line "C"	\$ 19,269

D Other Items Subtotal **\$ 250,502**

E CONTRACT SUBTOTAL (C + D) **\$ 2,177,440**

Inflation Costs (Simple Method)

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

F Inflation Subtotal **\$ 174,195**

G TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000) **\$ 2,352,000**

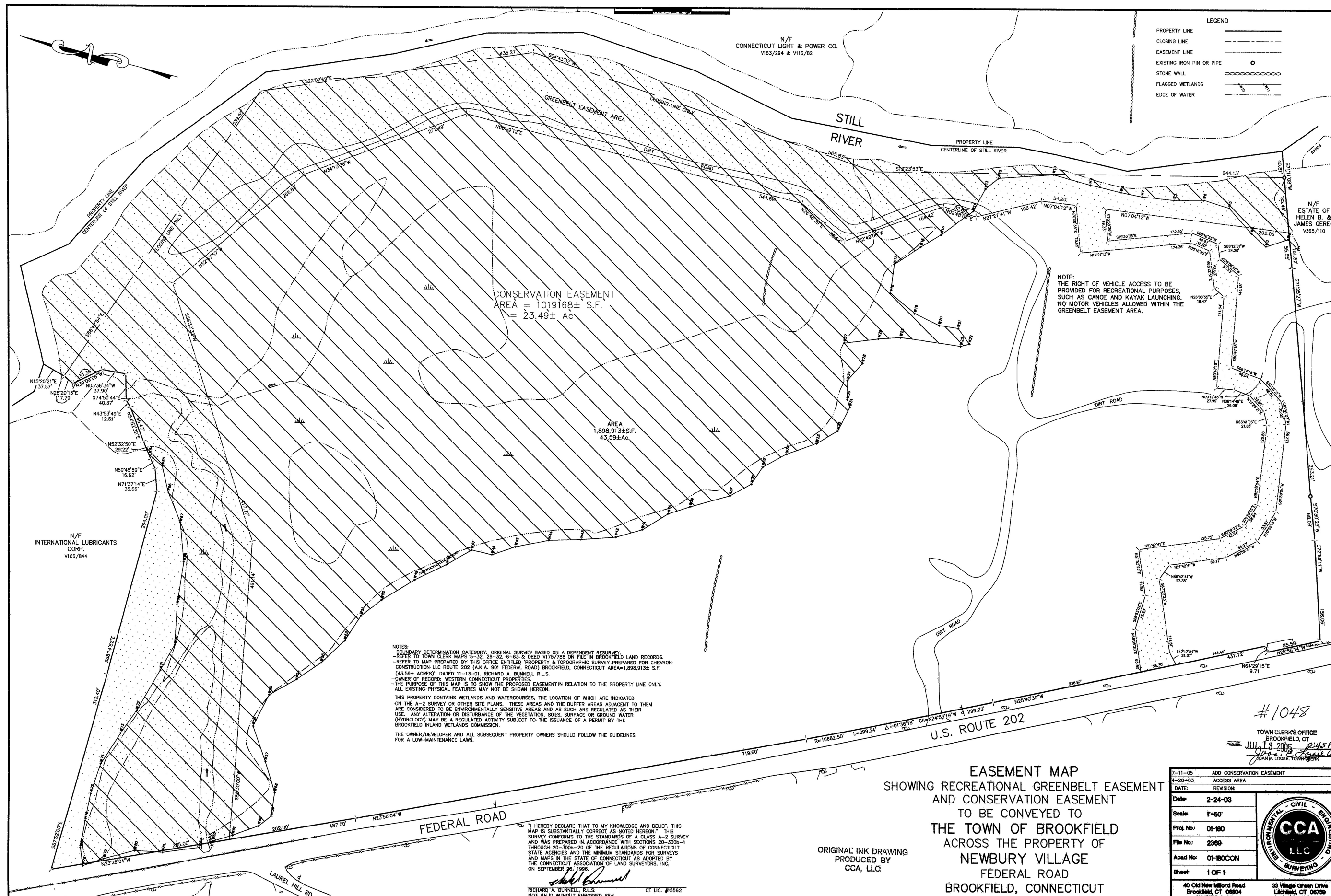
LOTICIP Project Costs Summary

Contract Cost Estimate (Line "G")		\$ 2,352,000
Contingencies	25%	\$ 588,000
Incidentals	25%	\$ 588,000
ROW	LS	N/A
Utilities	LS	N/A

TOTAL PROJECT COST **\$ 3,528,000**

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

Appendix G – Property/ Easement Maps




NOTES:
 -BOUNDARY DETERMINATION CATEGORY: ORIGINAL SURVEY BASED ON A DEPENDENT RESURVEY.
 -REFER TO TOWN CLERK MAPS 5-32, 26-32, 6-63 & DEED V175/788 ON FILE IN BROOKFIELD LAND RECORDS.
 -REFER TO MAP PREPARED BY THIS OFFICE ENTITLED 'PROPERTY & TOPOGRAPHIC SURVEY PREPARED FOR CHEVRON CONSTRUCTION LLC ROUTE 202 (A.K.A. 901 FEDERAL ROAD) BROOKFIELD, CONNECTICUT AREA=1,898,913± S.F. (43.59± ACRES)', DATED 11-13-01, RICHARD A. BUNNELL R.L.S.
 -OWNER OF RECORD: WESTERN CONNECTICUT PROPERTIES.
 -THE PURPOSE OF THIS MAP IS TO SHOW THE PROPOSED EASEMENT IN RELATION TO THE PROPERTY LINE ONLY. ALL EXISTING PHYSICAL FEATURES MAY NOT BE SHOWN HEREON.
 THIS PROPERTY CONTAINS WETLANDS AND WATERCOURSES, THE LOCATION OF WHICH ARE INDICATED ON THE A-2 SURVEY OR OTHER SITE PLANS. THESE AREAS AND THE BUFFER AREAS ADJACENT TO THEM ARE CONSIDERED TO BE ENVIRONMENTALLY SENSITIVE AREAS AND AS SUCH ARE REGULATED AS THEIR USE. ANY ALTERATION OR DISTURBANCE OF THE VEGETATION, SOILS, SURFACE OR GROUND WATER (HYDROLOGY) MAY BE A REGULATED ACTIVITY SUBJECT TO THE ISSUANCE OF A PERMIT BY THE BROOKFIELD INLAND WETLANDS COMMISSION.
 THE OWNER/DEVELOPER AND ALL SUBSEQUENT PROPERTY OWNERS SHOULD FOLLOW THE GUIDELINES FOR A LOW-MAINTENANCE LAWN.

I HEREBY DECLARE THAT TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON. THIS SURVEY CONFORMS TO THE STANDARDS OF A CLASS A-2 SURVEY AND WAS PREPARED IN ACCORDANCE WITH SECTIONS 20-300b-1 THROUGH 20-300b-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES AND THE MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1995.
 RICHARD A. BUNNELL, R.L.S. CT LIC. #15662
 NOT VALID WITHOUT EMBOSSED SEAL

ORIGINAL INK DRAWING
 PRODUCED BY
 CCA, LLC

EASEMENT MAP
 SHOWING RECREATIONAL GREENBELT EASEMENT
 AND CONSERVATION EASEMENT
 TO BE CONVEYED TO
 THE TOWN OF BROOKFIELD
 ACROSS THE PROPERTY OF
 NEWBURY VILLAGE
 FEDERAL ROAD
 BROOKFIELD, CONNECTICUT

7-11-05	ADD CONSERVATION EASEMENT
4-26-03	ACCESS AREA
DATE:	REVISION:
Date:	2-24-03
Scale:	1"=60'
Proj. No.:	01-180
File No.:	2360
Acad No.:	01-180CON
Sheet:	1 OF 1



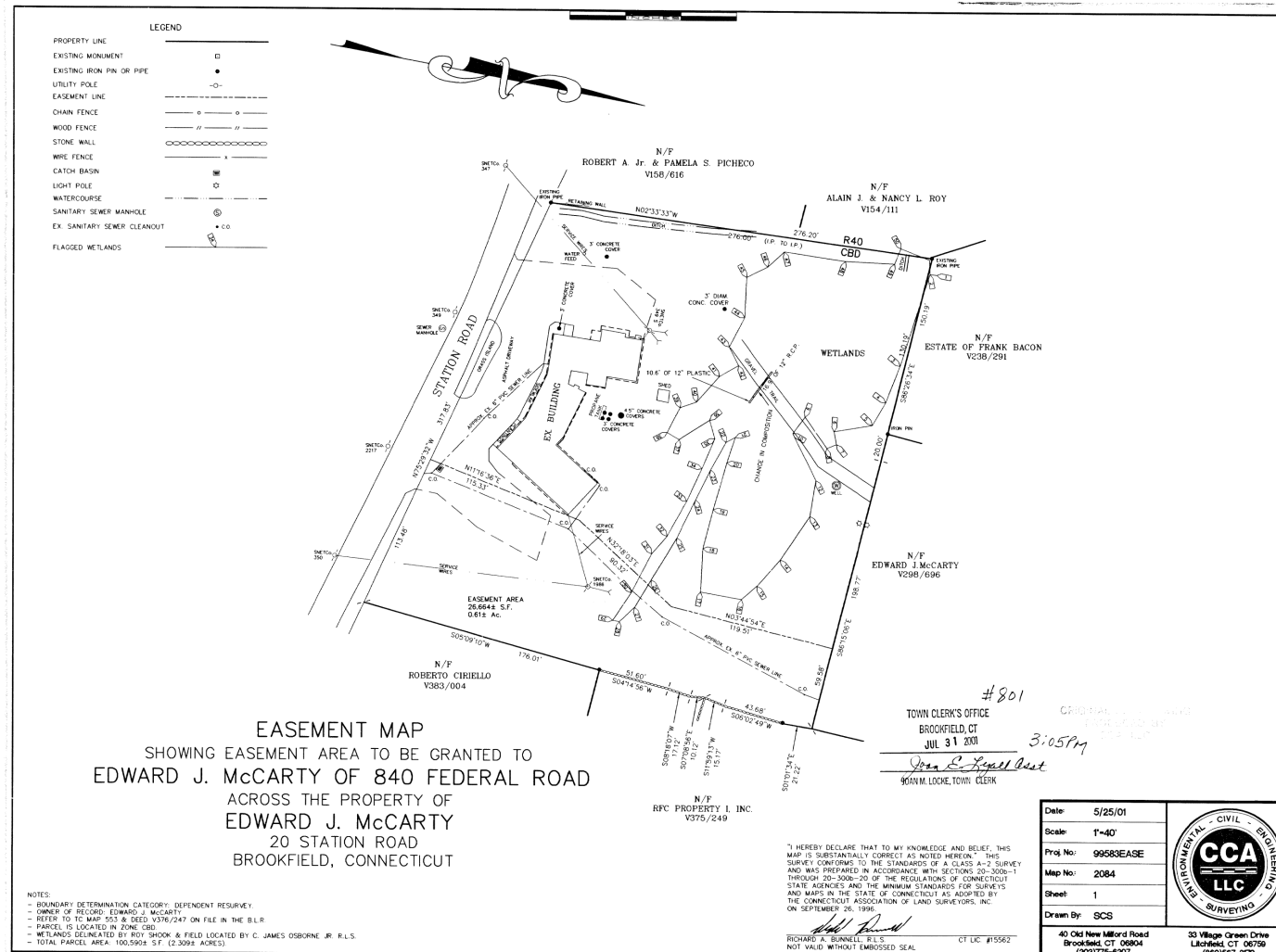
CCA
LLC

40 Old New Milford Road
 Brookfield, CT 06804
 (203)775-8207

33 Village Green Drive
 Litchfield, CT 06759
 (860)267-3729



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Appendix H – Other Information

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

From: Bradley, Kimberly <Kimberly.Bradley@ct.gov>
Sent: Tuesday, September 13, 2022 1:54 PM
To: DiCamillo, Antonio <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

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[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.

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