Gap Closure Trail Study

Plainville, New Britain, and Southington, Connecticut

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Overview

Purpose

The Gap Closure Trail Study, led by the Capitol Region Council of Governments (CRCOG) in partnership with the Connecticut Department of Transportation (CTDOT), the Towns of Plainville and Southington, and the City of New Britain, will identify a preferred alignment for a gap in the Farmington Canal Heritage Trail (FCHT) through the Town of Plainville. The project also seeks to identify a multi-use trail connection from Plainville to the New Britain CT***fastrak*** station.

This Alternatives Screening and Evaluation report summarizes the process of evaluating and identifying preferred trail alignments for the FCHT Gap Closure Project in Plainville, and the CT***fastrak*** station connection in New Britain. Public input was critical in developing the alternatives and in discerning the evaluation results.

The overall screening and evaluation process was applied in two steps:

- Step 1: Screening –The first step screened a range of alternatives against a set of screening questions related to the project's vision and objectives. Alternatives that passed this step were developed into a discrete set of alignments and carried forward to the next step, evaluation.
- Step 2: Evaluation –This step evaluated alignments on how well they performed against a set of evaluation criteria, determined by the Project Steering Committee and reviewed by the community. Each of the criteria were weighted (described more fully in the pages that follow). The evaluation process was conducted in summer 2017 and resulted in a preferred alignment in Plainville, and a preferred alignment connecting Plainville with the CT***fastrak*** station in New Britain.

During the screening step, 14 alternatives were narrowed down to 4 alignments in Plainville, and 5 alternatives were narrowed down to 2 alignments in New Britain. The evaluation process resulted in a recommended "Alignment C" for the FCHT Gap Closure Project in Plainville, and "Alignment E" between Plainville and New Britain's CT***fastrak*** station. Alignments were selected based on how they performed in relation to several evaluation factors. Both alignments will undergo further refinement in specific focus areas based on stakeholder feedback and design considerations. This report represents a point in time (summer 2017), and is not intended to describe the final preferred alignments. Rather, this report describes the process used to narrow the alignments from a long to a short list, and from a short list to a set of recommendations.

Project Vision and Objectives

The project focuses on the last significant gap in the FHCT, an 84-mile bi-state, multi-use trail that extends from New Haven, CT to Northampton, MA. In addition to being a major portion of the East Coast Greenway (ECG), when complete, the FCHT will directly link 15 municipalities in two states.

The CT***fastrak*** multi-use trail is an existing multi-use trail that begins in Newington, CT and terminates at New Britain's CT***fastrak*** station. Connecting the CT***fastrak*** trail with the FCHT would ultimately create a vital walking/bicycling connection between the state's longest regional trail and the Capitol City of Hartford.

Vision Statement

As created and adopted by the Project Steering Committee, the vision for the Farmington Canal Heritage Trail and CT***fastrak*** Gap Closure study is "to connect the communities with a world-class multi-use trail that closes the gap in the FCHT and provides a connection to the CT***fastrak*** station in New Britain. These links will prioritize safety, comfort, and mobility for all users, regardless of age or ability, through cohesive and attractive trails that promote economic and community vitality."

Organizations represented on the Project Steering Committee are listed below.

Project Steering Committee

- CRCOG
- City of New Britain
- Connecticut Department of Energy and Environmental Protection
- CTDOT
- East Coast Greenway Alliance
- Farmington Valley Trails Council
- Plainville Greenway Alliance
- Plainville-Southington Health District
- Town of Plainville
- Town of Southington
- Bike New Britain

Objectives

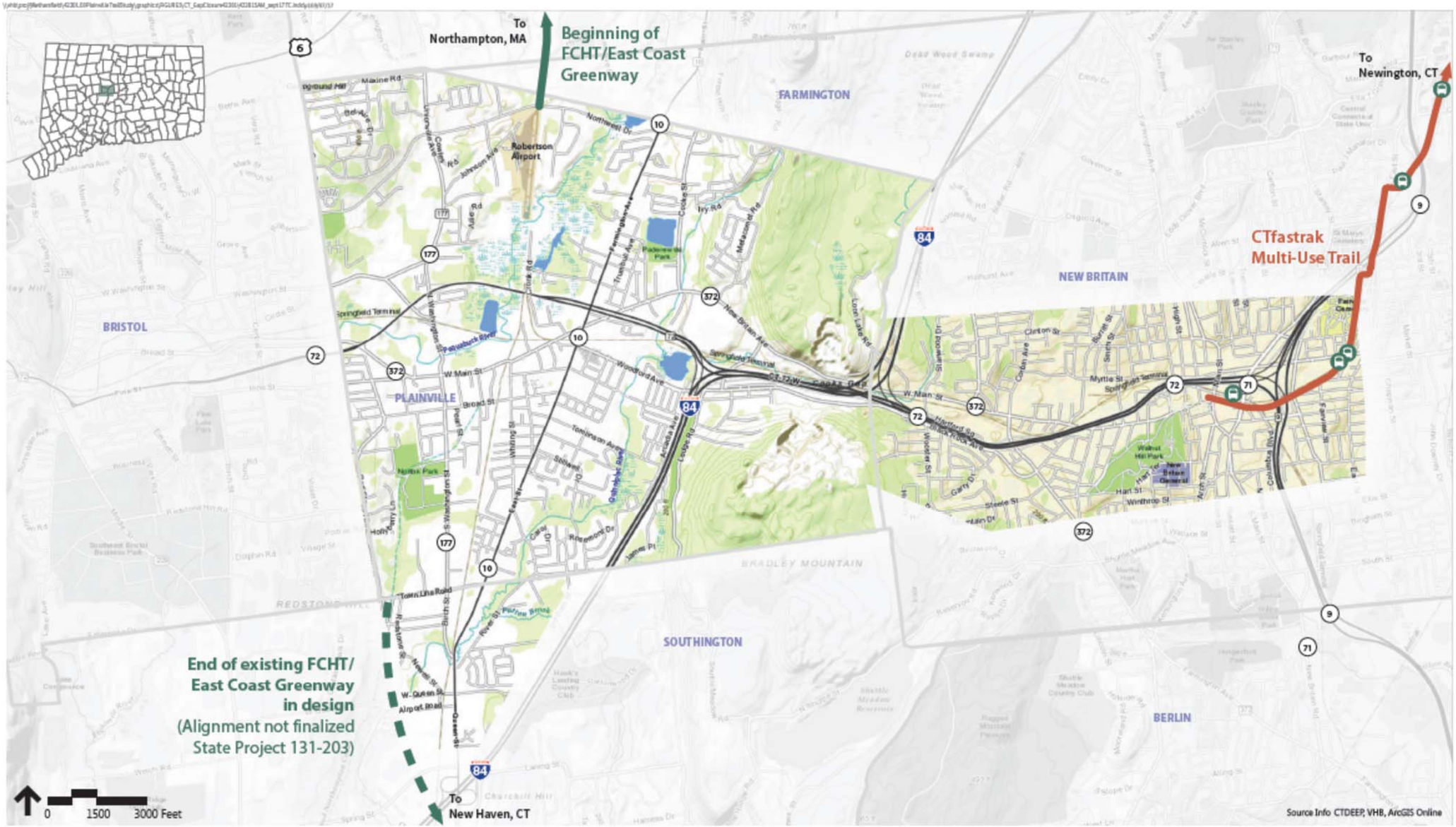
The study has two distinct objectives:

1. Identify a preferred alignment to close the Gap in the FCHT through Plainville.
2. Identify a connection to the CT***fastrak*** station and existing bicycle/pedestrian infrastructure network in downtown New Britain.

The study also supports the Department of Transportation's statewide Gap Closure Program goal to close all gaps in the East Coast Greenway.

Study Area

The study area for this project encompasses all of Plainville, from Northwest Drive to Town Line Road, from Route 6 to I-84. It also includes portions of New Britain between Plainville and the CT***fastrak*** station, north and south of Route 72.



GAP CLOSURE TRAIL STUDY
Plainville, Southington, New Britain

CTfastrak Stations

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Figure 1

Study Area Map

Plainville, New Britain and Southington, Connecticut

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Step 1: Screening

Methodology & Criteria

A long list of project alternatives were developed through a community-led process in the fall of 2016. This process is described more in full on the pages that follow. A screening process was developed to determine if alternatives developed by stakeholders and the public in fall 2016 met the project's vision and objectives.

All alignments were screened against 6 criteria. Thresholds were established to determine if concepts clearly passed (or did not clearly fail) screening questions. If a concept passed the screening question it was moved forward into the evaluation step. Alternatives that did not pass one or more of the screening questions were dropped from further consideration.

Screening Framework

Screening Question	Threshold
1. Does the alternative connect at the north and south ends with the FCHT and ECG (constructed, or in design)? In New Britain, does the alternative connect at the west end with the FCHT and at the east end at the CT***fastrak*** station?	Plainville Connects at north end with North West Drive between Route 10 and Route 177 Connects at south end with Town Line Road between Route 10 and Route 177 New Britain Connects with FCHT alignment at west end Connects with CT***fastrak*** station at east end
2. Does the alternative connect with downtown?	Plainville Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177 New Britain Connects with CT***fastrak*** station
3. Does the alternative have a major off-road element?	More than 75% off street, to get as close as possible to East Coast Greenway goals of 100% off-road trail facility

Screening Question	Threshold
4. Can the alternative be constructed without significant right of way impacts?	Fewer than 30
5. Does the alternative avoid undue reliance on Railroad right of way?	Avoids requiring portions of path being constructed within the Pan Am east/west Branch ROW Avoids having three or more at-grade crossings of the Pan Am east/west Branch Avoids requiring impacts to rail yard
6. Does the alternative avoid being overly circuitous (for no apparent reason)?	Not more than double straight-line distance between Northwest Drive and Town Line Road in Plainville, and between downtown Plainville and the CT*fastrak* station in New Britain.

New Britain alignments were screened by the Steering Committee based on the most direct route between Plainville and the CT*fastrak* station.

Long List of Potential Alternatives

A long list of potential alternatives were created in fall 2016 for both the FCHT Gap Closure and spur to the CT**fastrak** station in downtown New Britain by stakeholders and the public through a series of community and stakeholder meetings. Alternatives were developed through review of user groups and destinations and included a scan of commuter destinations, retail establishments, parks and natural resources, and schools.

Farmington Canal Heritage Trail

The FCHT Gap in Plainville extends from Northwest Drive, where the existing FCHT terminates, to Town Line Road in Southington. Through a series of charrettes, Steering Committee meetings, and stakeholder discussions, 14 alternatives were developed for the FCHT Gap. See **Appendix A** for Long List of Potential Alternatives for Plainville. Alternatives explored the following:

- Previous studies
- Employment and commercial connectivity
- Parks and recreation connectivity
- School connectivity

The 14 alternatives were screened against 6 questions, and 4 alternatives moved forward to the next step, evaluation. In addition, a baseline alternative was moved forward into the next step that – though it did not meet the screening criteria – had

served as the preferred alternative from the previous study in Plainville (2009 "Master Plan Report: Design Study of a Multiuse Trail"). Screening results are summarized in the table below.

Plainville Screening Results

Alternatives	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**
1. Connect with FCHT/ECG	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2. Connect with downtown	Y	Y	Y	Y	**N**	Y	Y	Y	Y	Y	Y	Y	Y	Y
3. Off-road component	**N**	**N**	-	Y	Y	Y	Y	**N**	Y	Y	Y	Y	Y	Y
4. No major right of way impacts	Y	Y	Y	Y	**N**	**N**	**N**	Y	Y	Y	Y	Y	Y	**N**
5. No major railroad overlaps	Y	Y	Y	**N**	Y	**N**	Y	Y	Y	Y	**N**	**N**	Y	Y
6. Not overly circuitous	**N**	Y	Y	Y	**N**	**N**	Y	Y	Y	Y	Y	Y	Y	Y

As can be seen in the table above, four criteria were critical in narrowing the list of potential alternatives: major off-road component; major right-of-way impacts; avoiding undue reliance on the rail right-of-way; and not overly circuitous. Connections with the FCHT was not shown to be a differentiator, and though one alternative was identified as not connecting with downtown this was not shown to be the only criterion not met by this alternative. Through this process, four alternatives were forwarded into the next step, evaluation.

Downtown New Britain CTfastrak Trail

The spur to the CT**fastrak** station would originate in Plainville where it meets the ultimate preferred FCHT alignment, and extends to the CT**fastrak** station running parallel to Route 72. Stakeholders and the public developed 5 alternatives. Spur alternatives were developed through review of user groups and destinations. See **Appendix B** for the Long List of Potential Alternatives for New Britain.

New Britain alternatives were screened by the Steering Committee. The same set of screening criteria were used for the New Britain alternatives. One off-road and an on-road alignment moved forward to the next step, evaluation. The on-road alignment was forwarded to serve as a baseline alternative, against which the off-road alternative could be compared. Screening results are summarized in the table on the following page.

New Britain Screening Results

Alternatives	**1**	**2**	**3**	**4**	**5**
1. Connect with FCHT and CT***fastrak***	Y	**N**	Y	Y	Y
2. Connect with downtown	Y	Y	Y	Y	Y
3. Off-road component	**N**	**N**	-	**N**	Y
4. No major right of way impacts	Y	Y	Y	Y	Y
5. No major railroad overlaps	Y	Y	Y	Y	Y
6. Not overly circuitous	Y	Y	Y	Y	Y

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Step 2: Evaluation

Methodology & Criteria

Following an initial screening of alternatives, an evaluation process was developed to determine the degree to which shortlisted alignments met a series of qualitative and quantitative measures. A series of 7 categories with goals were developed through input from the Steering Committee, stakeholders, and the public.

Categories and Goals

- Off-road: Higher percentage of off-road facilities is more favorable.
- Safety: Lower potential for vehicular conflicts is more favorable.
- Connectivity: Nearby residential population, and greater number of recreational amenities is more favorable.
- Security: Greater access and egress potential is more favorable.
- Environment: Fewer impacts to natural or cultural resources is more favorable.
- Right-of-way: Fewer constructability challenges, and fewer impacts to the community is more favorable.
- Cost: Fewer major cost elements is more favorable.

Weights and measures were assigned to each category and data was collected for each measure.

Plainville and New Britain evaluation framework

Category	Weight	Measure
1. Off-road	30%	Percentage of off-road or protected facility.
2. Safety	20%	Number of driveways and roadways intersecting the trail. Level of traffic stress (LTS) of on-road facilities (source: Existing Conditions Report Figure 6).
3. Connectivity (for Plainville only)	15%	Number of households within a quarter mile of trail (source: ESRI Business Analyst 2016 data).

Category	Weight	Measure
		Number of public/quasi-public facilities accessed by trail.
4. Security	10%	Number of access/egress points along trail.
5. Right-of-way	10%	Number of parcels overlapping with trail and level of right of way coordination. Ease of access during construction and overall constructability.
6. Environment (for Plainville only)	10%	Square feet of wetlands within 10' of trail (source: Connecticut's Department of Energy and Environmental Protection or CTDEEP). Linear distance of floodplain along trail (source: CTDEEP). Number of NDDB (endangered, threatened and special concern species) areas traversed (source: CTDEEP). Number of hazardous material ("haz mat") locations within 10' of trail (source: CTDEEP). Overlap with historic properties or parkland.
7. Cost	5%	Order of magnitude cost estimates and maintenance considerations.

Alignments were evaluated against each other through scoring. Scoring was conducted on a qualitative level as follows:

- High: A high rating represented that the alignment fully met the intent of the category, either in isolation of when compared to other alignments.
- Moderate: A moderate rating represented that the alignment partially met the intent of the category, and partially achieved its goals.
- Low: A low rating represented that the alignment did not meet the intent of the category, either in isolation of when compared to other alignments.

Alignments that received the highest weighted ranking were presented to the Steering Committee as recommended alignments for further refinement.

Shortlist Alignments

A set of shortlisted practical and feasible alignments were refined in spring 2017 following the screening process for further evaluation. Four alignments were

selected for the FCHT Gap in Plainville. One alignment, with an on and off-road option, was selected for the spur to the CT**fastrak** station in downtown New Britain.

The technical team considered public comments when preparing assumptions for shortlisted alignments, and in conducting the evaluation below.

Farmington Canal Heritage Trail

Plainville alignments were evaluated separately north of downtown and south of downtown, recognizing that any of the alignments north of downtown could be matched with any of the alignments south of downtown.

- Alignment A: Recommended in previous study. North of downtown the trail follows the east side of the railroad, then switches to on-road facilities along Robert St. Extension, Farmington Ave, and Main St. South of downtown the trail continues southbound on Pierce St connecting to on-road facilities on Broad St and Hemingway St, through Norton Park and along Robert Jackson Way.
- Alignment B: North of downtown and east of the railroad, the trail follows a new boardwalk through marshland, then continues over a dedicated trail flyover connecting to Main St. South of downtown, the trail continues southbound on an off-road facility adjacent to Pierce St connecting to the historic canal for the remainder, via Norton Park.
- Alignment C: North of downtown and west of the railroad, the off-road facility follows Perron Rd connecting to existing trails in Tomasso Nature Park and along marshland. It continues under Route 72 and along the cemetery to Washington St where it connects to the Fire Department. South of downtown, Alignment B is the same as Alignment C.
- Alignment D: North of downtown and east of the railroad, the trail follows a new boardwalk through marshland, then continues to off-road facilities along Robert St Extension, Cronk Rd, Norton Pl, and on-road facilities on Main St. South of downtown the trail continues on Pierce St connecting to a portion of the historic canal. It continues along on-road facilities on Pearl St and Broad St, and off-road facilities on Willis Ave and Hemingway St to Norton Park, ending behind Robert Jackson Way.

Alignment A Evaluation*

Map	North of Downtown	South of Downtown
 Note: Alignment drawn for planning purposes only.	Off-road	
	44%	30%
	Safety	
	Roughly 60 driveways and 15 roadways intersecting the trail. Uses Farmington Ave and Main St, both with an LTS of 4.	Roughly 110 driveways and 14 roadways intersecting the trail. Uses Broad St, with an LTS of 3.
	Connectivity	
	1,245 households. Trail amenities (library, town hall) concentrated in downtown, rather than dispersed along the trail.	1,407 households. Good connectivity with residential areas and Norton Park, but does not connect with historic canal.
	Security	
	Limited access/egress along the railroad segment.	Continuous access/egress.
	Right-of-way	
	Overlaps with railroad which is not available for trail use; however generally straightforward construction access.	Anticipated overlap with 1 parcel along Robert Jackson Way, and straightforward construction access.
	Environment	
	2,790 sf of wetlands, 0.8 mile of floodplain, and 0 NDDB areas. 3 haz mat locations. No known historic resources or park impacts that would require regulatory review.	5,689 sf of wetlands, 0.3 mile of floodplain, and 1 NDDB area. 0 haz mat locations. No known historic resources, but overlaps with Norton Park potentially requiring regulatory review.
	Cost	
	$2-3 million, with low maintenance costs.	$1-2 million, with low maintenance costs.

**An "optimized" on-road option was prepared for Alignment A changing Off-road to 100%, adding Right-of-way impacts south of downtown, and increasing costs to $4-5 million.*

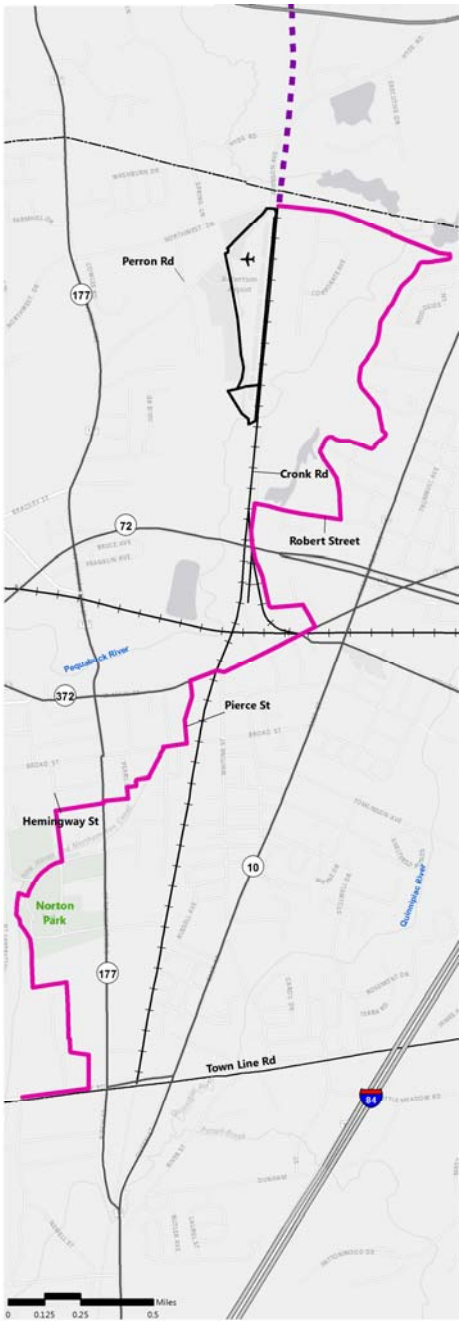
Alignment B Evaluation

Map	North of Downtown	South of Downtown
 Note: Alignment drawn for planning purposes only.	Off-road	
	94%	100%
	Safety	
	Roughly 6 driveways and 4 roadways intersecting the trail. No LTS concerns.	Roughly 4 driveways and 5 roadways intersecting the trail. No LTS concerns.
	Connectivity	
	1,205 households. Trail amenities dispersed along the trail, and include marshland, YMCA, and downtown.	1,296 households. Good connectivity with Norton Park, and runs along full length of historic canal.
	Security	
	Limited access/egress along the boardwalk segment, but potential for access at YMCA.	Somewhat limited access/egress along historic canal south of Norton Park.
	Right-of-way	
	Complex right of way coordination to build railroad "flyover" bridge in industrial area, with associated complex construction challenges.	Overlaps with 11 residential and institutional parcels between Broad St and Norton Park, with narrow and wet construction area south of Norton Park.
	Environment	
	36,541 sf of wetlands, 1 mile of floodplain, and 2 NDDB areas. 1 haz mat location. No known historic resources or park impacts that would require regulatory review.	23,920 sf of wetlands, 0.3 miles of floodplain, and 0 NDDB area. 0 haz mat locations. Overlaps with full length of historic canal, and overlaps with Norton Park potentially requiring regulatory review.
	Cost	
	$19-20 million, with high maintenance and bridge inspection costs.	$6-7 million, with moderate maintenance costs south of Norton Park.

Alignment C Evaluation

Map	North of Downtown	South of Downtown
 Note: Alignment drawn for planning purposes only.		
	Off-road	
	100%	100%
	Safety	
	Roughly 12 driveways and 6 roadways intersecting the trail. No LTS concerns.	Roughly 4 driveways and 5 roadways intersecting the trail. No LTS concerns.
	Connectivity	
	1,047 households. Trail amenities include Tomasso Nature Park, marshland, and downtown.	1,296 households. Good connectivity with Norton Park, and runs along full length of historic canal.
	Security	
	Continuous access/egress along the trail with 3 potential trailheads.	Somewhat limited access/egress along historic canal south of Norton Park.
	Right-of-way	
	Overlaps with 8 parcels. Good construction access, but includes construction of a box culvert under Route 72 with potential impacts to traffic.	Overlaps with 11 residential and institutional parcels between Broad St and Norton Park, with narrow and wet construction area south of Norton Park.
	Environment	
	82,400 sf of wetlands, 0.8 mile of floodplain, and 1 NDDB area. 0 haz mat locations. No known historic resources, but overlaps with Tomasso Nature Park potentially requiring regulatory review.	23,920 sf of wetlands, 0.3 miles of floodplain, and 0 NDDB area. 0 haz mat locations. Overlaps with full length of historic canal, and overlaps with Norton Park potentially requiring regulatory review.
	Cost	
	$6-7 million, with moderate maintenance costs for Route 72 tunnel.	$6-7 million, with moderate maintenance costs south of Norton Park.

Alignment D Evaluation

Map	North of Downtown	South of Downtown
 Note: Alignment drawn for planning purposes only.	Off-road	
	85%	94%
	Safety	
	Roughly 30 driveways and 8 roadways intersecting the trail. Uses section of Main St with an LTS of 4.	Roughly 35 driveways and 8 roadways intersecting the trail. No LTS concerns.
	Connectivity	
	1,300 households. Trail amenities include Tomasso Nature Park, marshland, and downtown.	1,323 households. Good connectivity with Norton Park, and runs along partial length of historic canal.
	Security	
	Limited access/egress along the boardwalk segment, but potential for access at YMCA.	Continuous access/egress.
	Right-of-way	
	Overlaps with 6 parcels. Good construction access, but includes construction of trail in busy residential/ downtown area.	Overlaps with fewer residential parcels between Broad St and Norton Park. Straightforward construction.
	Environment	
	39,840 sf of wetlands, 1.2 miles of floodplain, and 1 NDDB area. 4 haz mat locations. No known historic resources or park impacts that would require regulatory review.	5,602 sf of wetlands, 0.3 miles of floodplain, and 1 NDDB area. 0 haz mat locations. Overlaps with portion of historic canal, and overlaps with Norton Park potentially requiring regulatory review.
	Cost	
	$12-13 million, with moderate boardwalk maintenance costs.	$4-5 million, with low maintenance costs.

Weighted Results of Plainville Alignments



The four alignments were scored as "high", "medium", and "low", and weighted, for each measure. The evaluation process resulted in a recommended "Alignment C" for Plainville because of its percentage of off-road facilities, and safety benefits.

Overall Performance of New Britain Alignments

	Performs Well	Performs Poorly
Alignment A		
Full	Lowest cost of all alignments, with minimal overlaps with natural and cultural resources.	Lowest off-road percentage of all alignments with highest potential for vehicular conflicts. Railroad right-of-way not available.
Optimized	When off-road facilities are provided south of downtown, potential for vehicular conflicts decreases to some degree.	When off-road facilities are provided south of downtown, right-of-way conflicts and costs increase.
Alignment B		
North of Downtown	Few driveways and intersections crossed. Connects to YMCA.	Difficult construction with highest cost and right-of-way impacts to build the flyover.
South of Downtown	Off-road percentage is 100% with very few safety concerns. Opportunity for interpretive signage along historic canal.	Overlaps with full length of historic canal, and Norton Park potentially requiring regulatory review.
Alignment C		
North of Downtown	Off-road percentage is 100% with very few safety concerns. Lowest number of wetlands and floodplain overlaps. Second lowest cost of all alignments.	Overlaps with Tomasso Nature Park potentially requiring regulatory review.
South of Downtown	Off-road percentage is 100% with very few safety concerns. Opportunity for interpretive signage along historic canal.	Overlaps with full length of historic canal, and Norton Park potentially requiring regulatory review.
Alignment D		
North of Downtown	Connects to YMCA.	Limited potential for access/egress along boardwalk section. Highest number of wetlands and floodplain overlaps. Vehicular conflicts along Main St.
South of Downtown	Fewer parcel overlaps, compared to Alignments B/C because trail doesn't continue along full length of canal.	Lower off-road percentage, compared to Alignments B/C.

Downtown New Britain CTfastrak Trail

An off-road and an on-road alignment were developed between Plainville and New Britain to the CT**fastrak** station. Alignments E and F were evaluated to compare qualitative results for 5 of the 7 measures. Data was not compiled for Connectivity and Environment, as these measures are not differentiators.

- Alignment E: The off-road trail starts at Main St and Pine St, and continues eastbound along Woodward Ave, and along the Route 72 buffer wall. In New Britain, it connects to CT**fastrak** via existing bike lanes on Columbus Blvd.
- Alignment F: The trail starts at Main St and Pine St, and continues eastbound along Woodward Ave to on-road facilities on White Oak Ave/Black Rock Ave. In New Britain, it connects to CT**fastrak** via Lincoln St and Main St.

Alignments E & F Evaluation

Alignment E: Off-road facility



Note: Alignment drawn for planning purposes only.

Off-road	Safety	Security	Right-of-way	Cost
92%	Roughly 22 driveways and 12 intersections. No LTS concerns.	Some visibility concerns along Black Rock Ave.	Trail overlaps with ConnDOT and 4 private owners.	$11-12 million

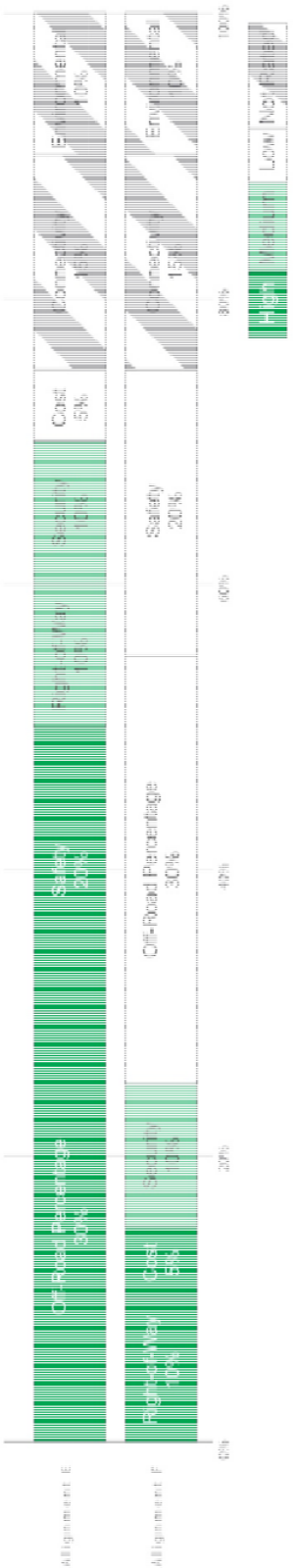
Alignment F: On-road facility



Note: Alignment drawn for planning purposes only.

Off-road	Safety	Security	Right-of-way	Cost
25%	Roughly 134 driveways and 33 intersections, including LTS 2 and 4 along on-road facility.	Some visibility concerns along Black Rock Ave.	No major right of way impacts.	$1-2 million

Weighted Results of New Britain Alignments



The four alignments were scored as "high", "medium", and "low", and weighted, for 5 measures. The evaluation process resulted in a recommended "Alignment E" for New Britain because of its percentage of off-road facilities, and safety benefits.

Overall Performance of New Britain Alignments

	Performs Well	**Performs Poorly**
Alignment E	Off-road percentage is 92%. Lowest potential for vehicular conflicts, compared to Alignment F.	Higher cost compared to Alignment F, with more right-of-way overlaps.
Alignment F	Lower costs and no major right-of-way overlaps, compared to Alignment E.	Off-road percentage is 25%, with higher potential for vehicular conflicts, compared to Alignment E.

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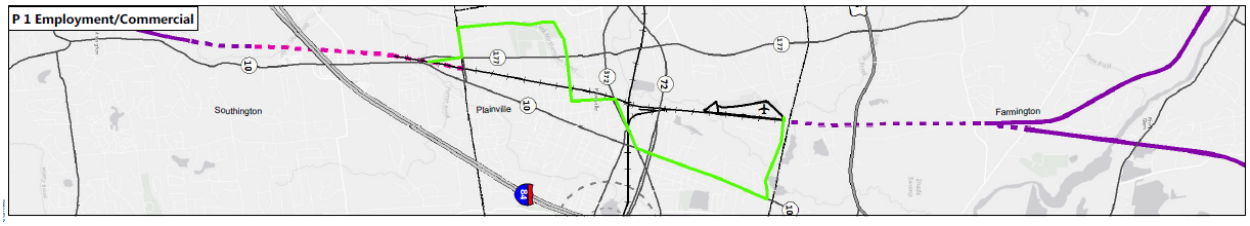
Recommended Alignments

CRCOG staff and the consultant team recommended Alignments C and E to the Steering Committee during their July 2017 meeting. After reviewing the qualitative performance of each alignment, along with weighted results, the Steering Committee endorsed this staff recommendation.

Both alignments were then forwarded for further technical review and refinement, with several areas identified for potential modification before the alignments would be forwarded to decision-makers for adoption.

Appendix A: Long list Alternatives for Plainville

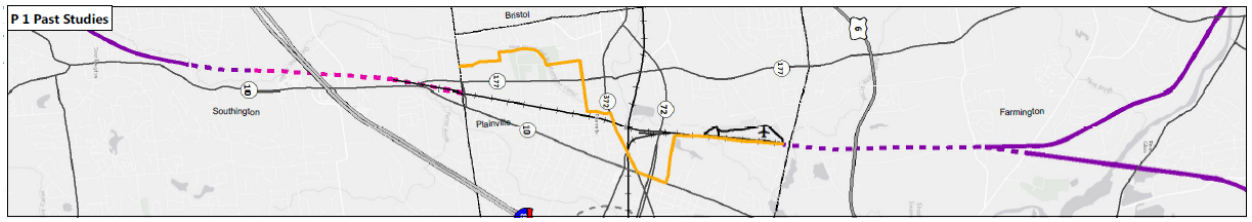
Alternative 1



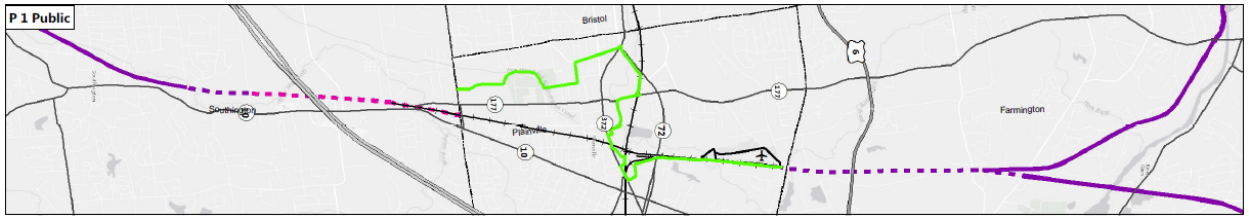
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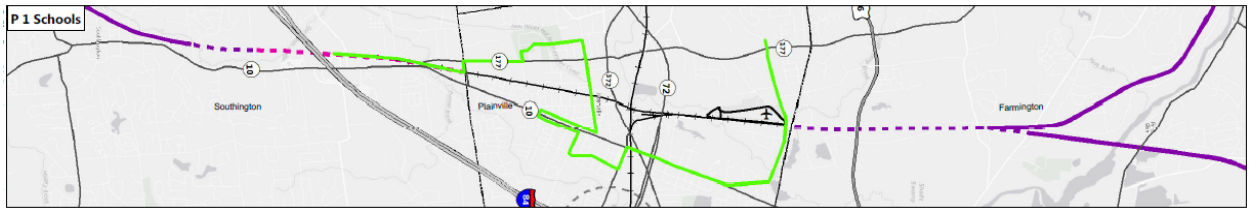
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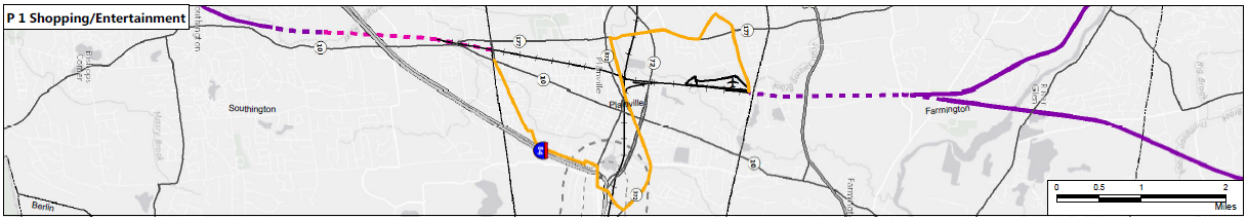
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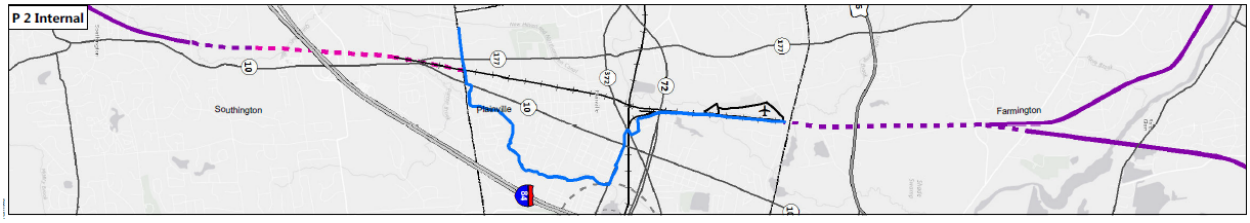
Alternative 5



Alternative 6



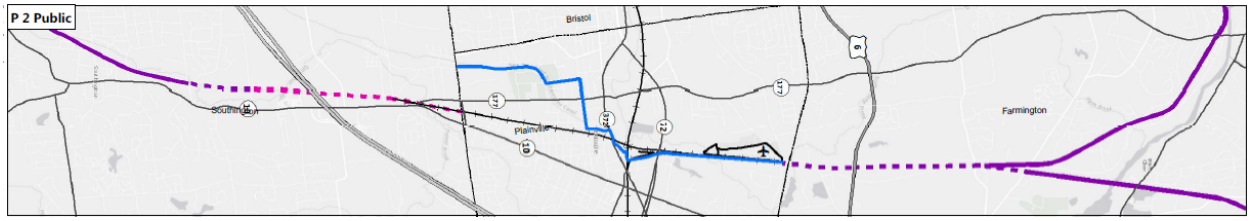
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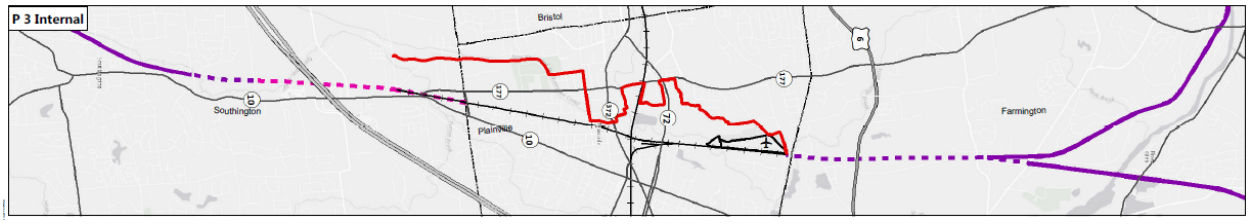
Alternative 8



Alternative 9



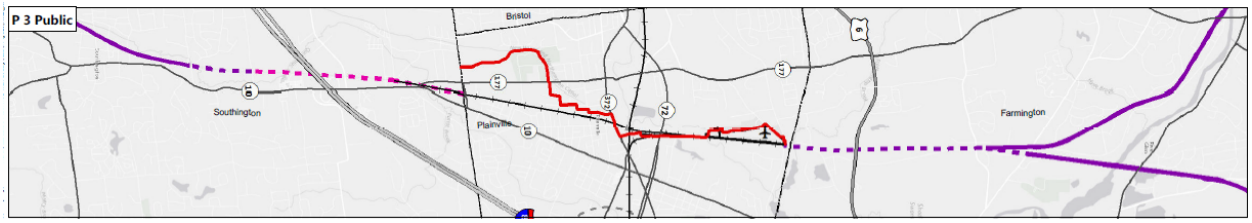
Alternative 10



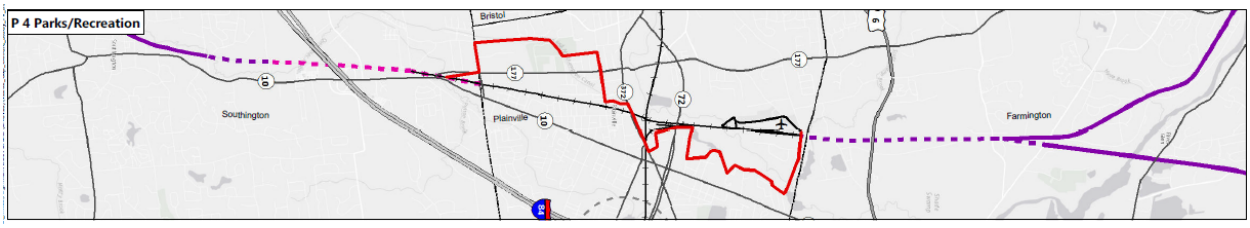
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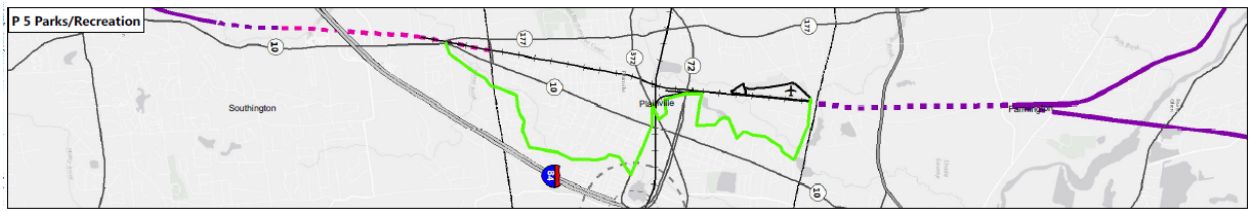
Alternative 12



Alternative 13



Alternative 14



Appendix B: Long list Alternatives for New Britain

Alternative 1



Alternative 2



Alternative 3



Alternative 4

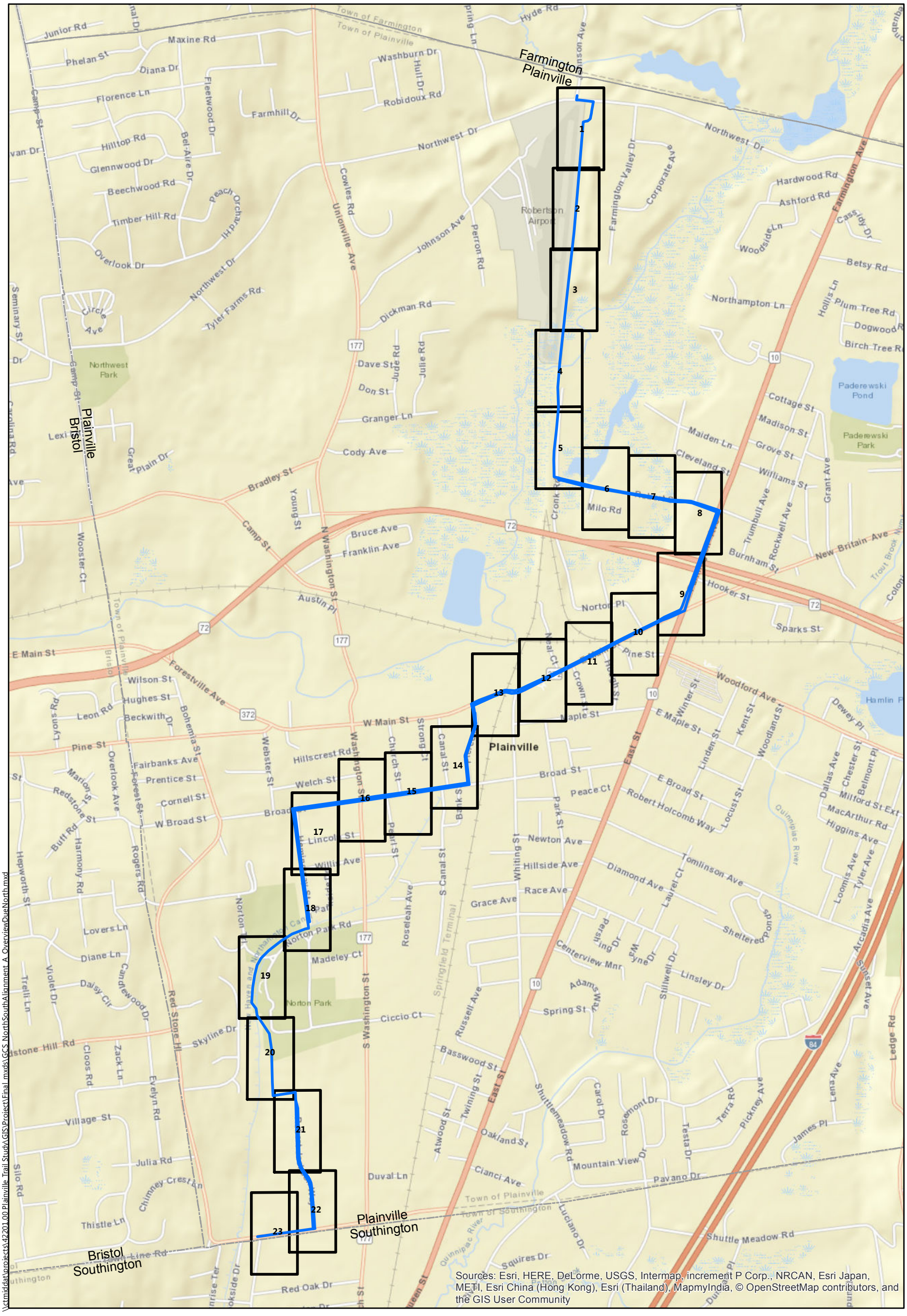


Alternative 5



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Appendix C: Short List of Alternatives - Plainville



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0 0.125 0.25 0.5 Miles

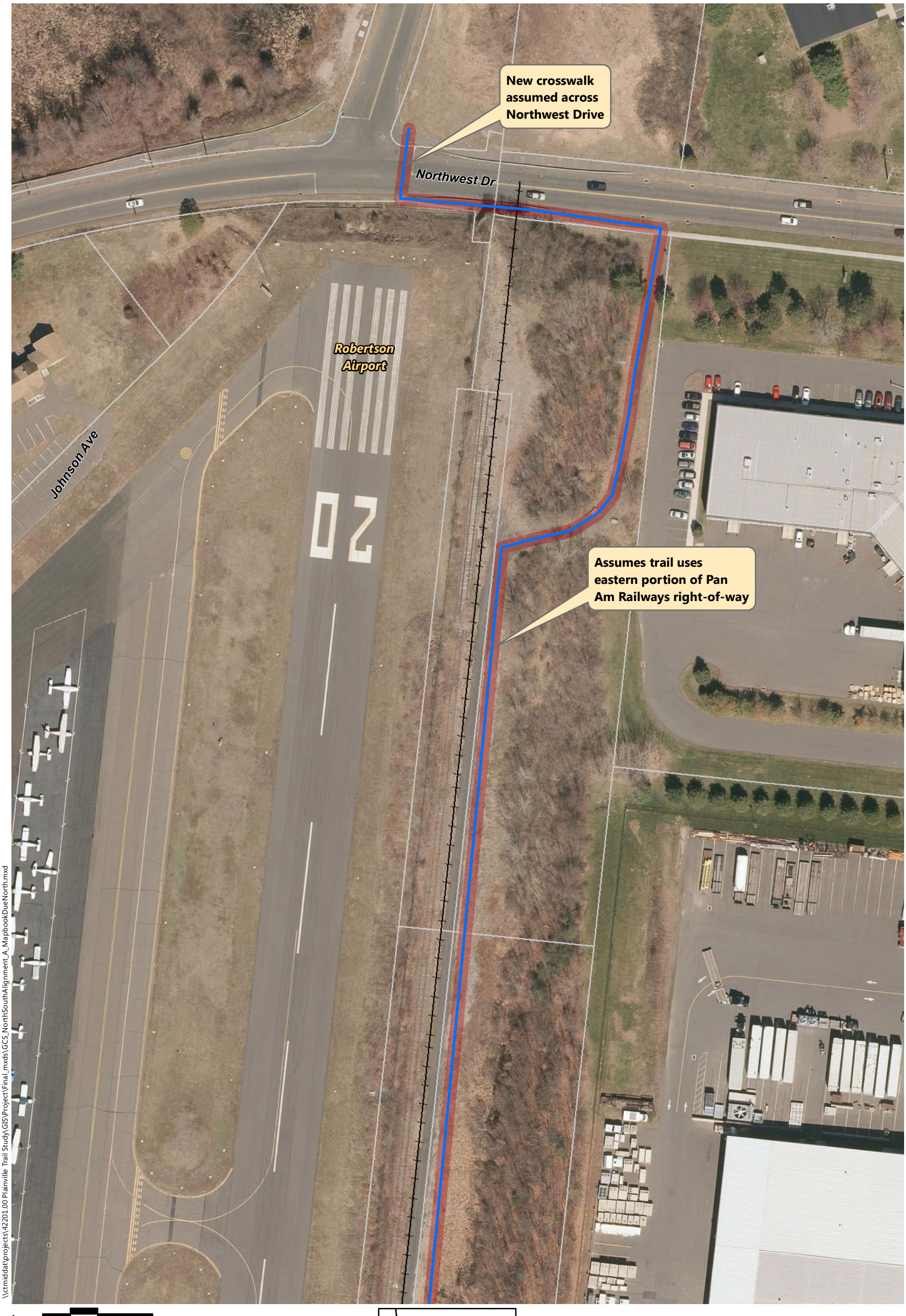
Alignment A - 4.5 miles - 39% Off Road

Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

Gap Closure Trail Study | Hartford County, CT

Project Statistics **Alignment A - 4.5 Miles**

Alignment A is a proposed:
- 4.5 miles long,
- 61% on-road, a combination of sidewalks, bike lanes and shared marking,
- 39% off-road, 10-12' wide bituminous muliti-use trail.

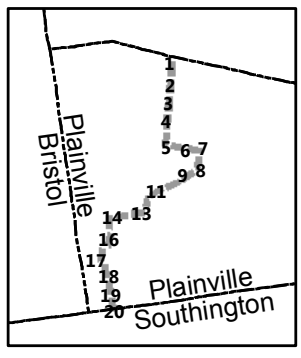


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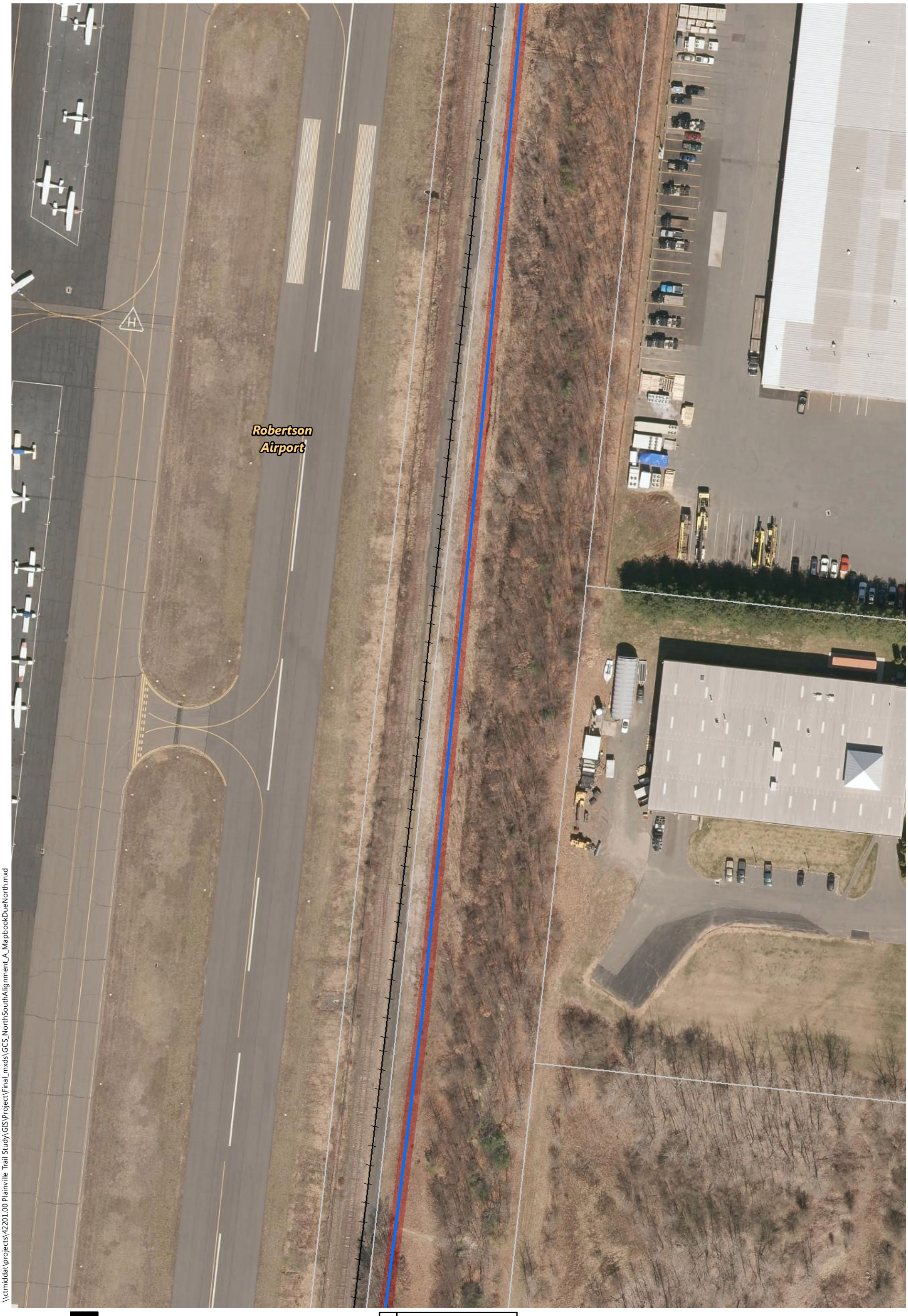
Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

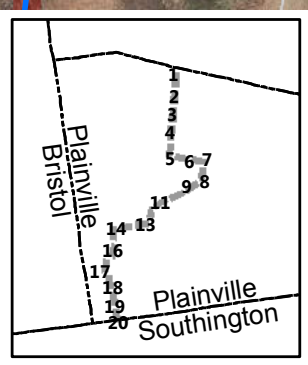
Town Boundary

Railroad

Parcels

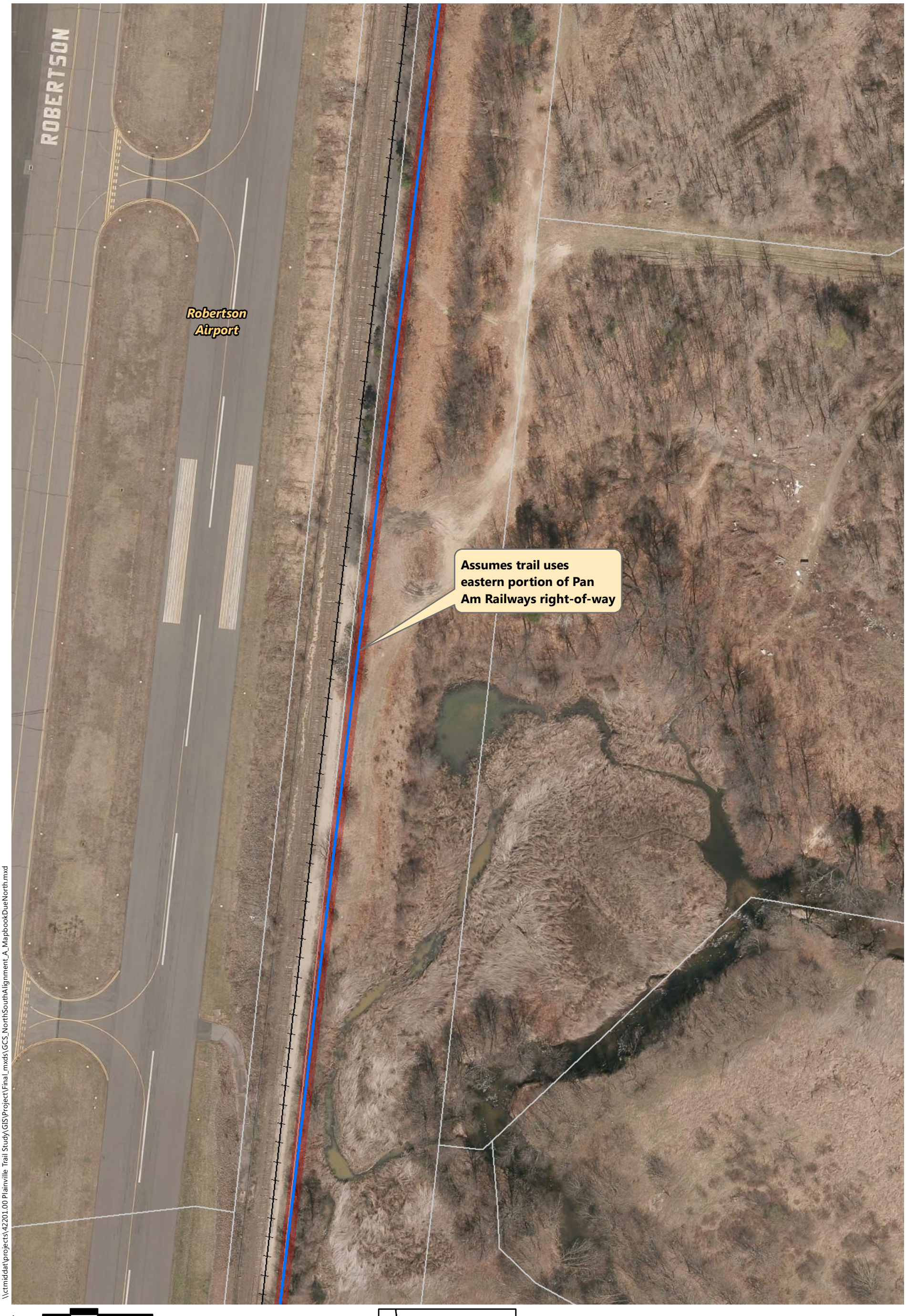
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

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Alignment A - 4.5 miles - 39% Off Road

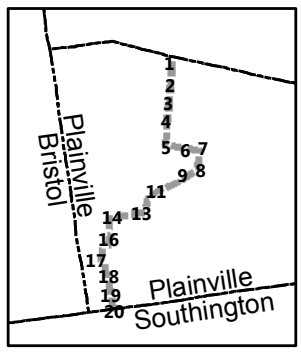
Town Boundary

Railroad

Parcels

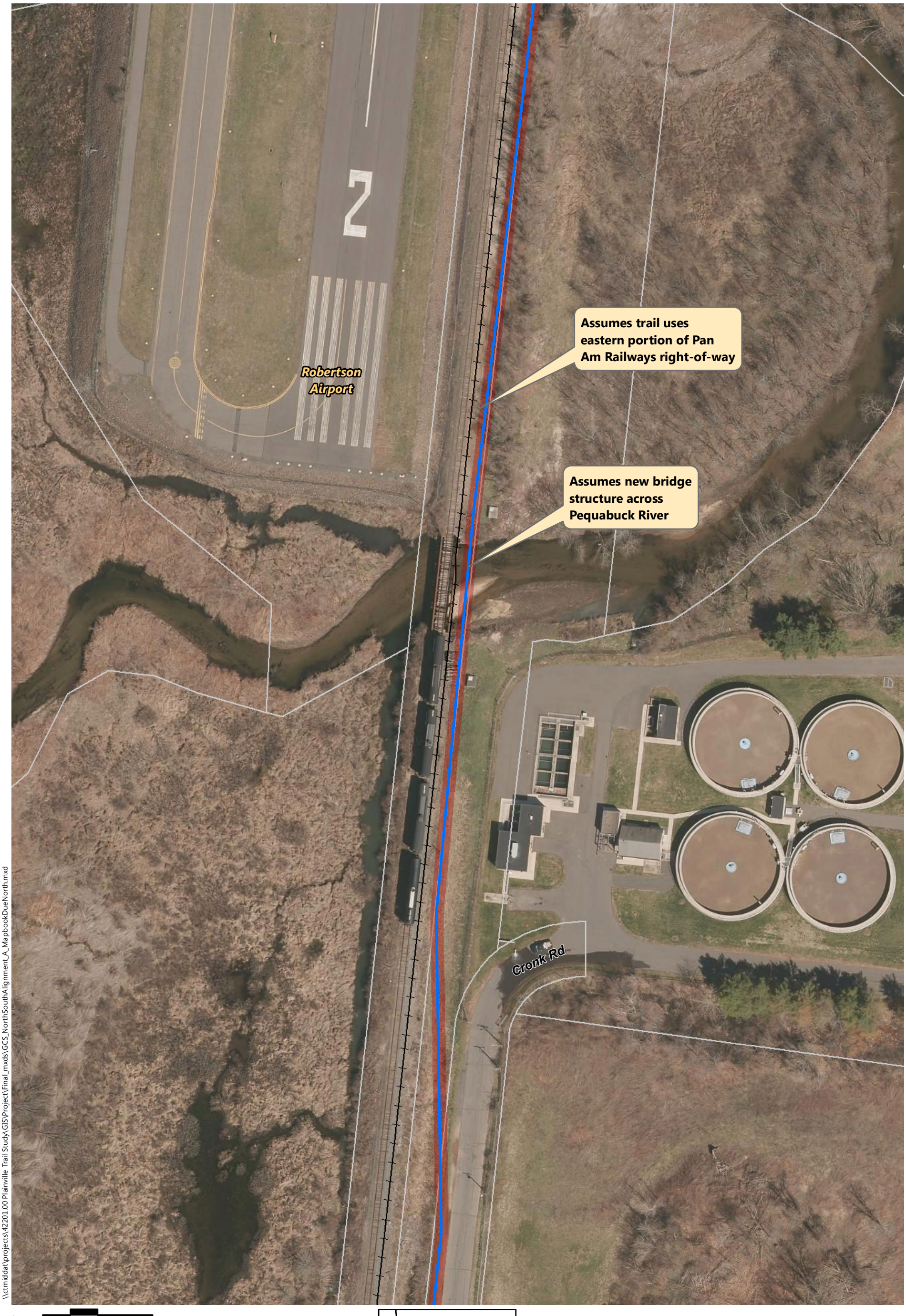
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

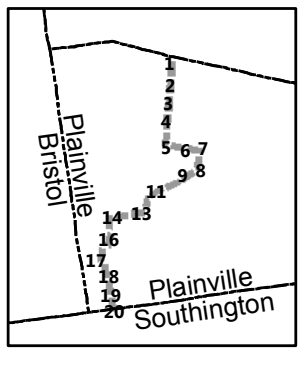


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↑ 0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



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0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

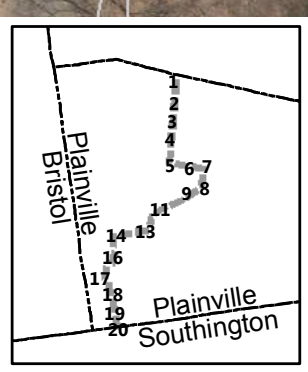
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

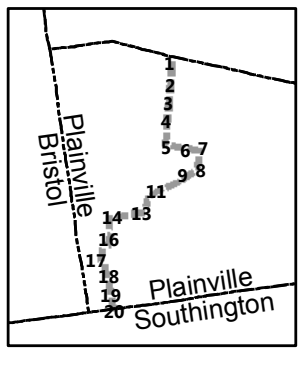


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↑ 0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

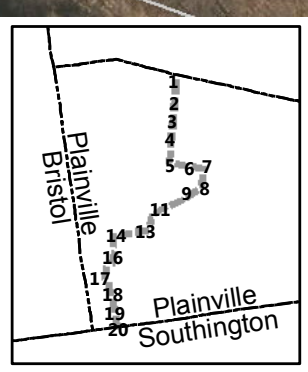
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

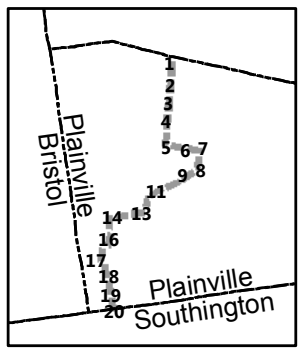


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↑ 0 25 50 100 Feet

- Alignment A - 4.5 miles - 39% Off Road
- Town Boundary
- Railroad
- Parcels
- 10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

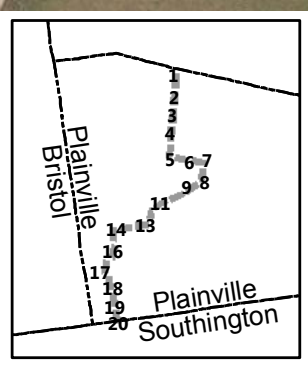


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Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

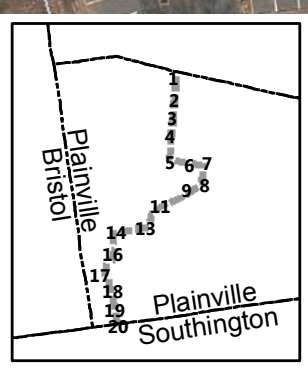


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Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

Cronk Rd

Pine St

372

E Main St

Alignment utilizes existing sidewalks and shared lane markings

Crown St

\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

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0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

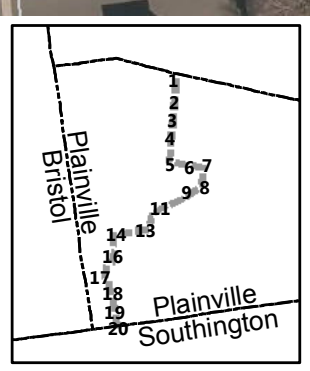
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



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Alignment A - 4.5 miles - 39% Off Road

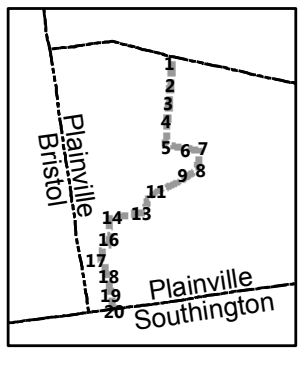
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



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Alignment A - 4.5 miles - 39% Off Road

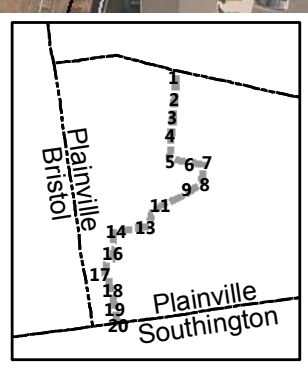
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

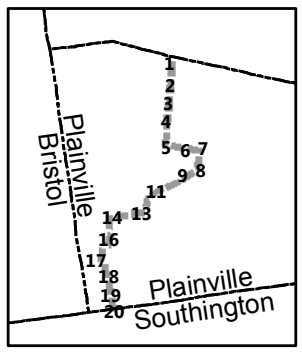


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Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

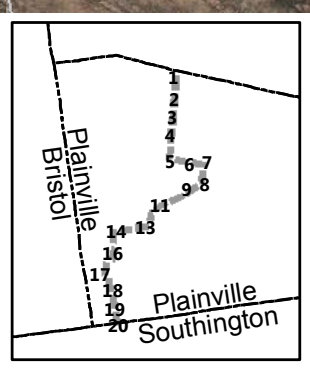


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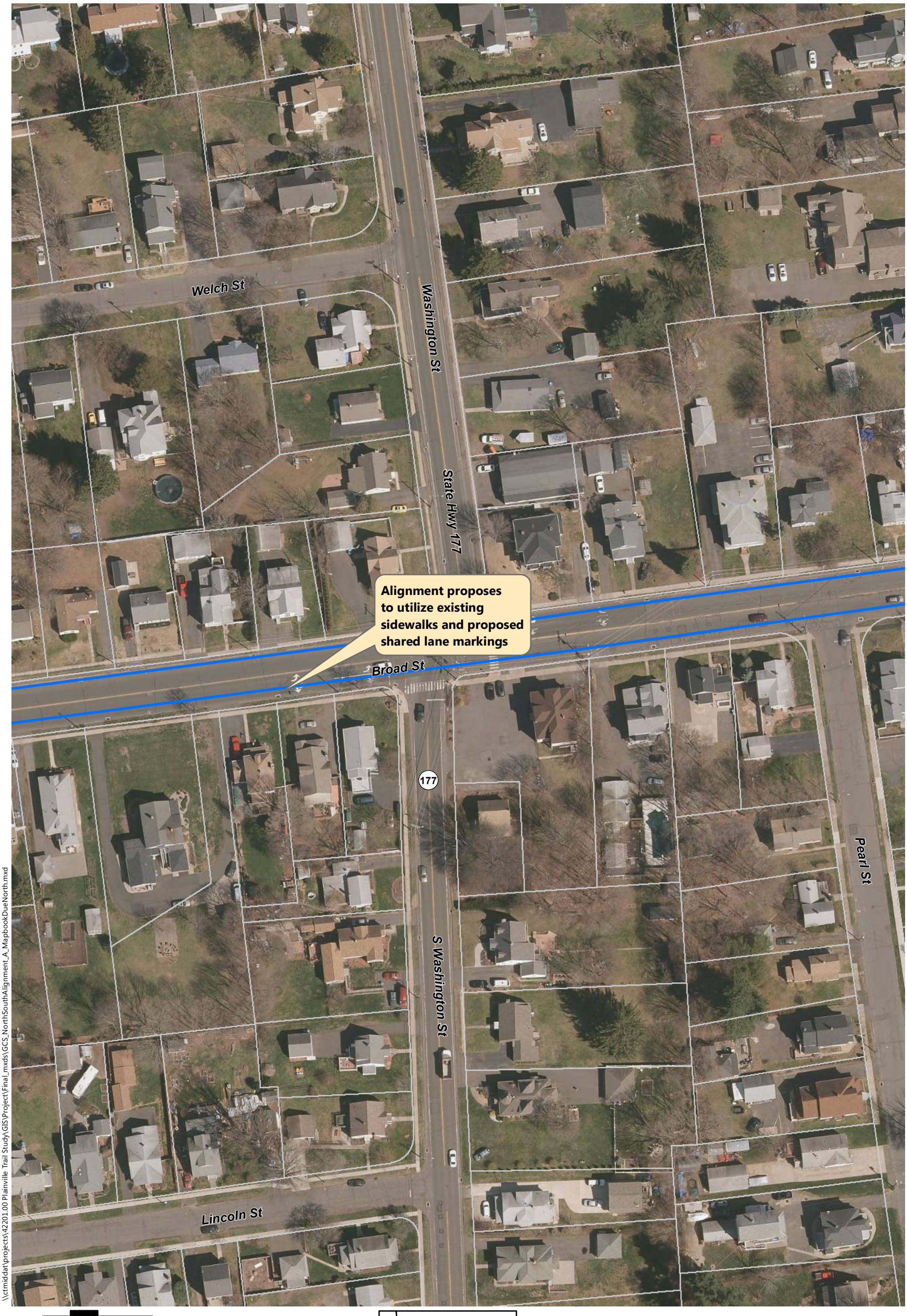
Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

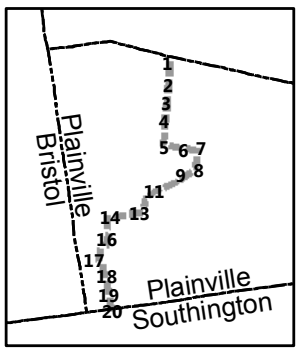


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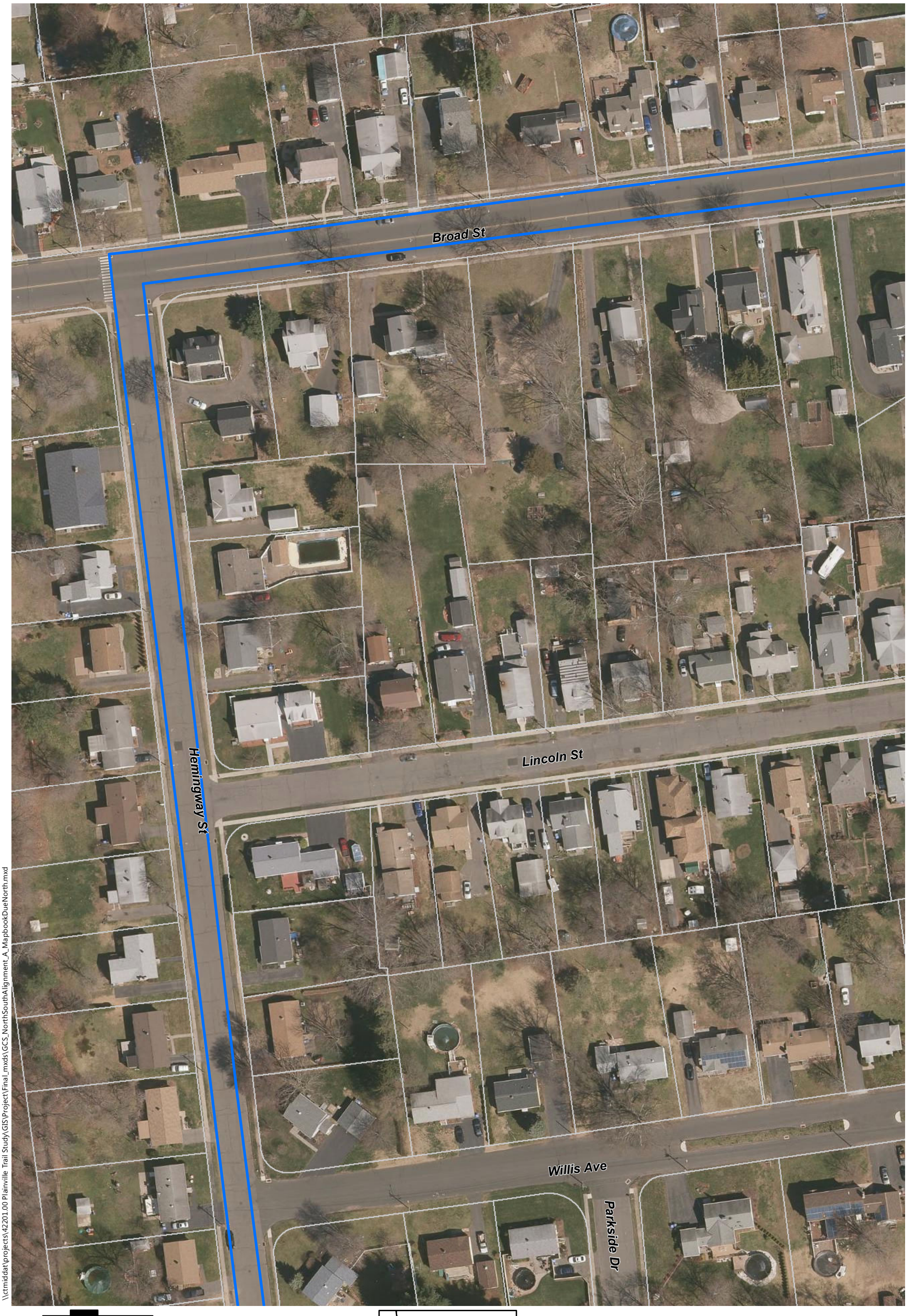
Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

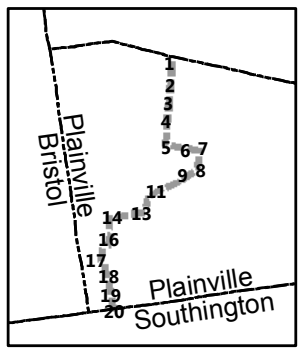


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↑ 0 25 50 100 Feet

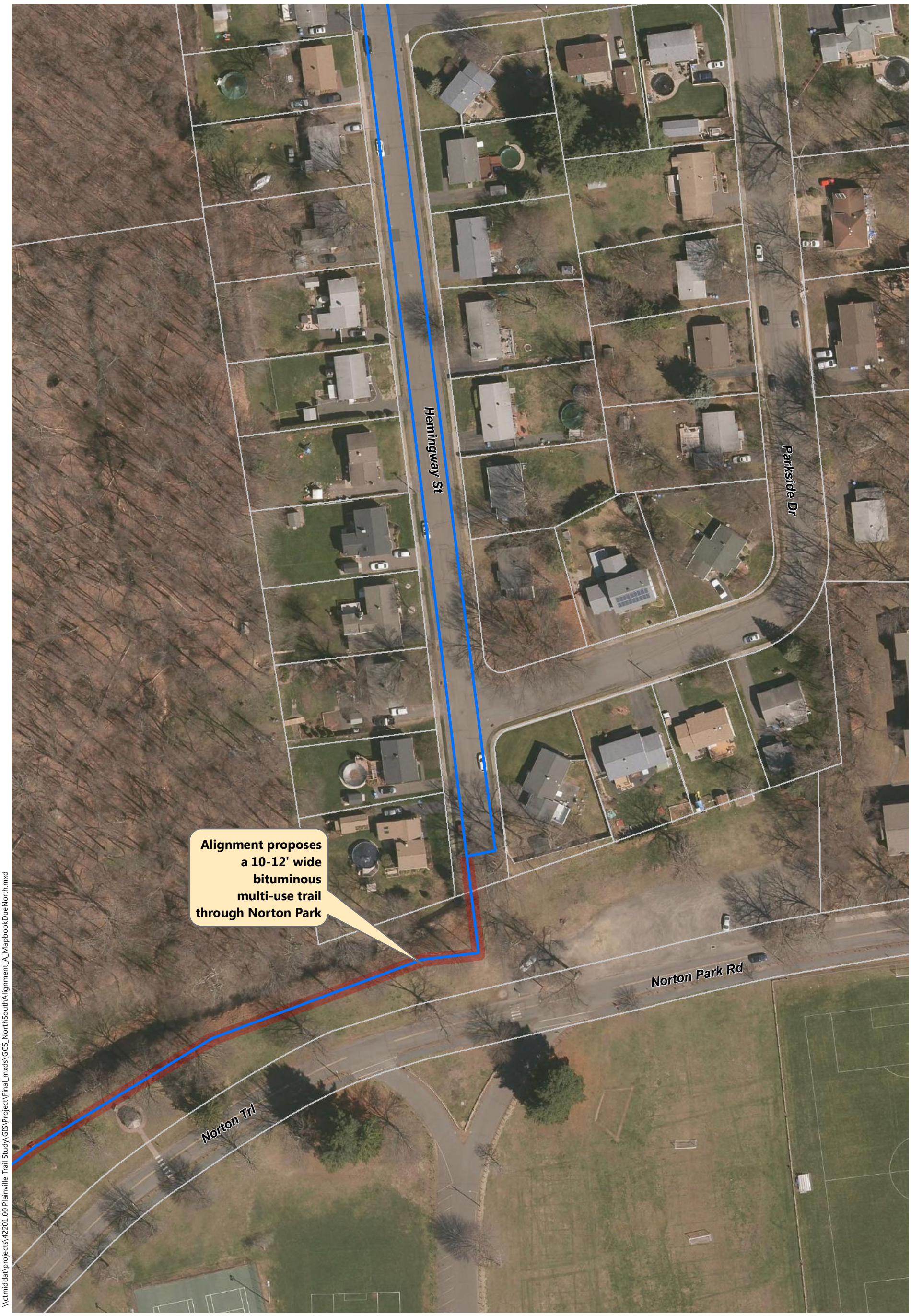
Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

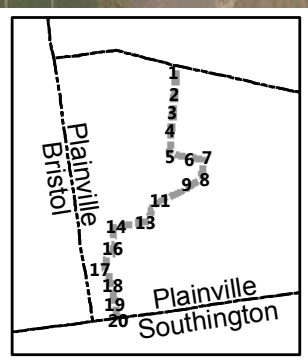


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↑ 0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

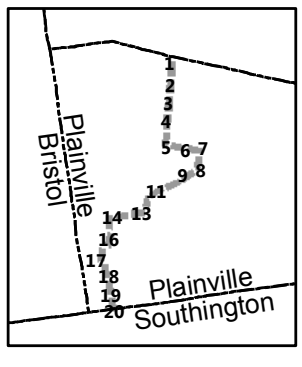


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↑ 0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

Alignment proposes a 10-12' wide bituminous multi-use trail through Norton Park

\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

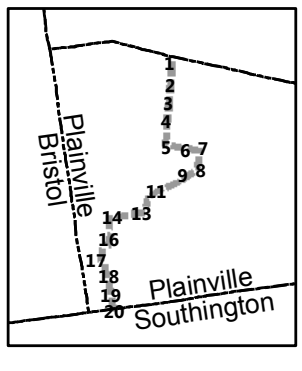
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles

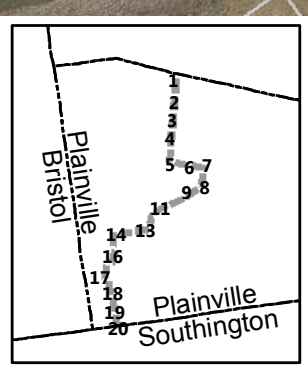


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↑ 0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road
Town Boundary
Railroad
Parcels
10-12' bituminous multi-use trail.

Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

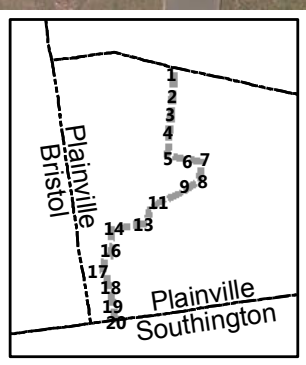
Town Boundary

Railroad

Parcels

10-12' bituminous multi-use trail.

Disclaimer:
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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_A_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment A - 4.5 miles - 39% Off Road

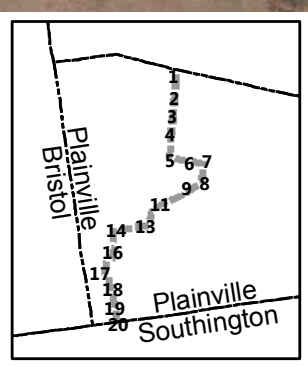
Town Boundary

Railroad

Parcels

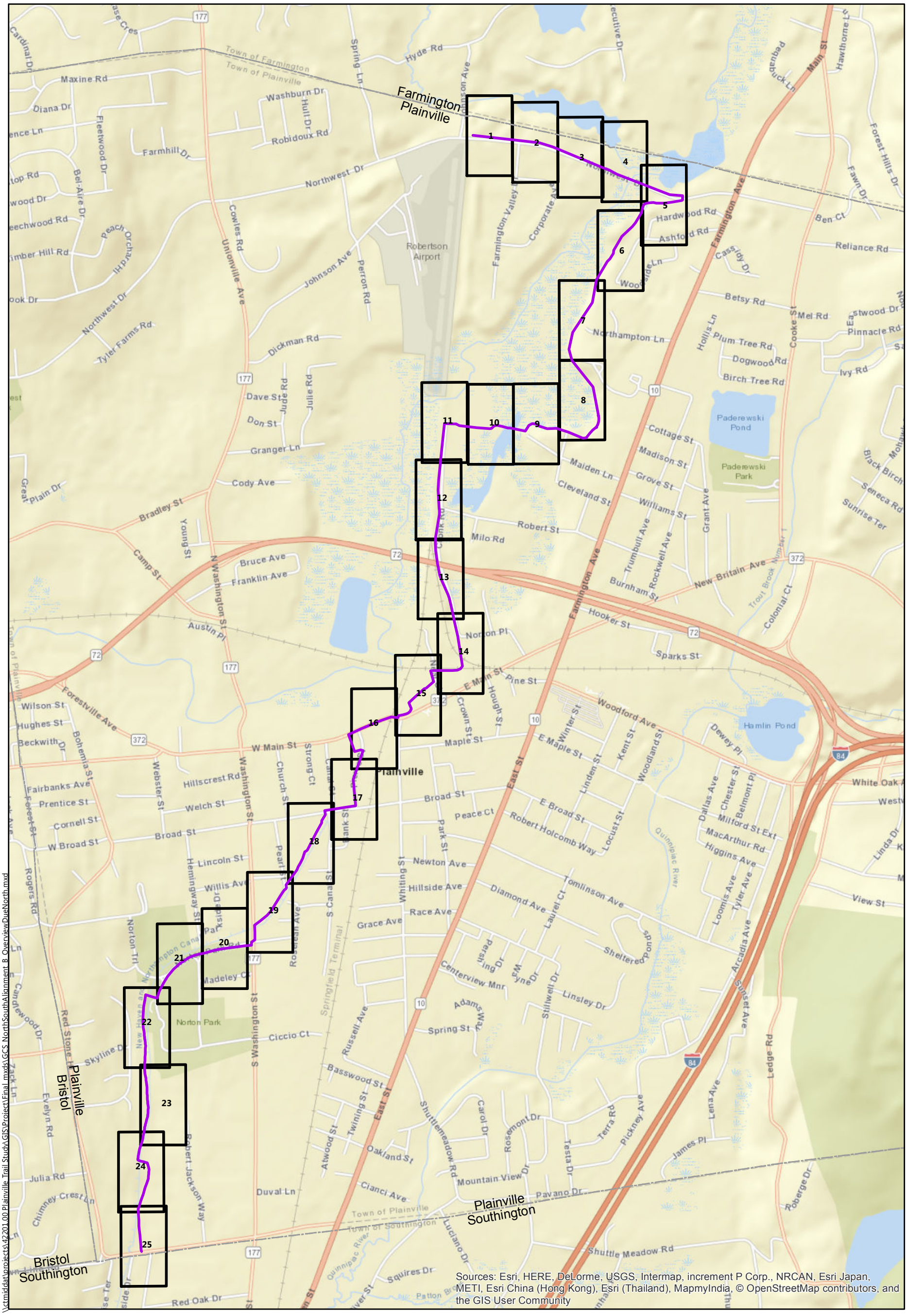
10-12' bituminous multi-use trail.

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Gap Closure Trail Study | Hartford County, CT

Alignment A - 4.5 Miles



0 0.125 0.25 0.5 Miles

Alignment B - 4.82 Miles - 91% Off Road

Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

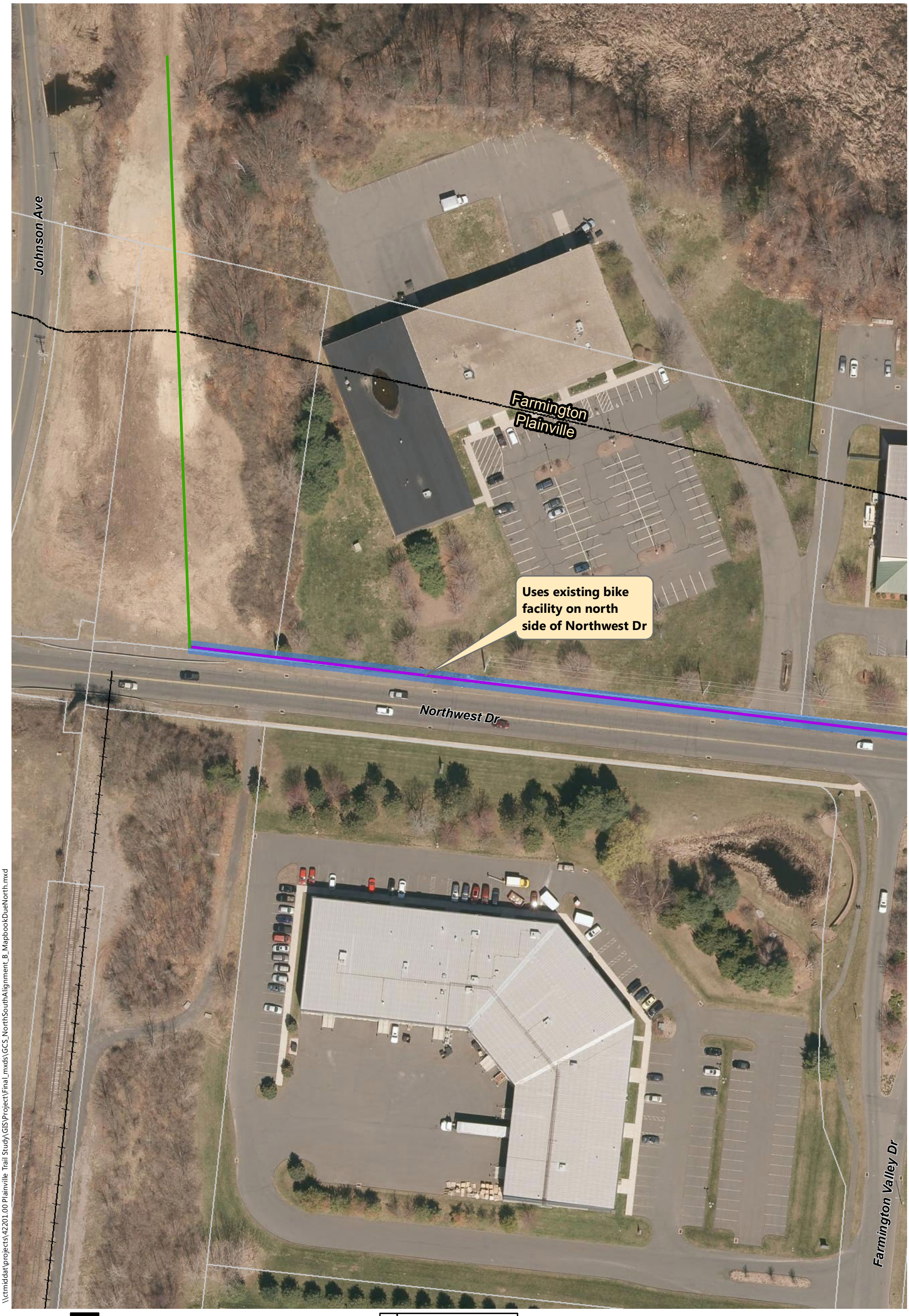
Gap Closure Trail Study | Hartford County, CT

Project Statistics

Alignment C is a proposed:
- 4.82 miles long,
- 12' wide,
- bituminous,
- 91% off road,

Alignment B - 4.82 Miles

\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final mxds\GCS NorthSouthAlignment_B_OverviewDueNorth.mxd

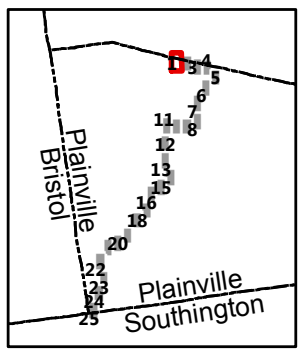


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↑ 0 25 50 100 Feet

- Alignment B - 4.82 Miles - 91% Off Road
- Existing Farmington Canal Heritage Trail
- Railroad
- 10- 12' multi-use trail
- Town Boundary
- Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



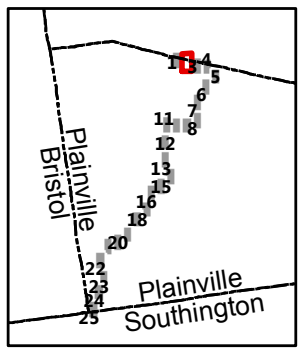
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↑

0 25 50 100 Feet

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_B_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

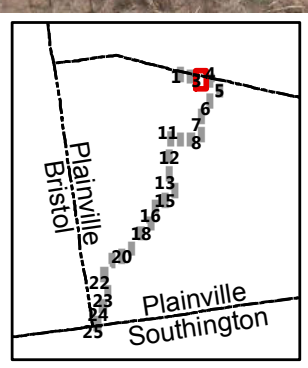
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

Farmington
Plainville

Northwest Dr

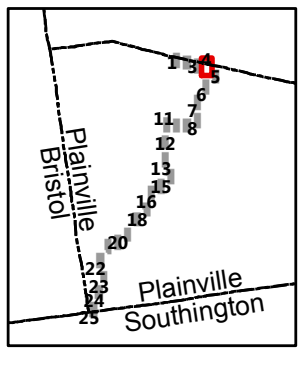
Roadway bridge modifications required to accommodate both bicyclists and pedestrians

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↑
0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road
Existing Farmington Canal Heritage Trail
Railroad
10- 12' multi-use trail
Town Boundary
Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

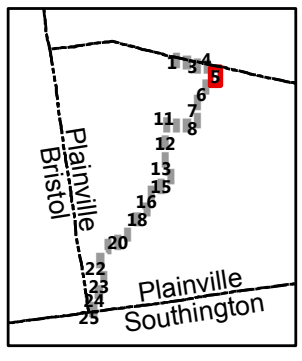
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_B_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

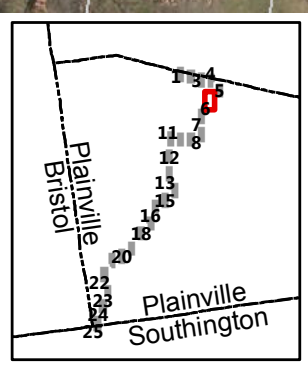
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

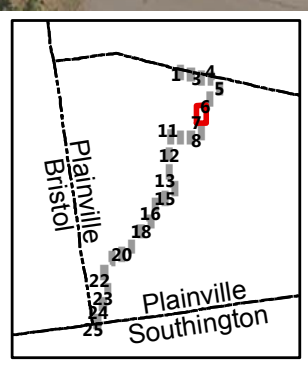
10- 12' multi-use trail

Town Boundary

Plainville Parcels

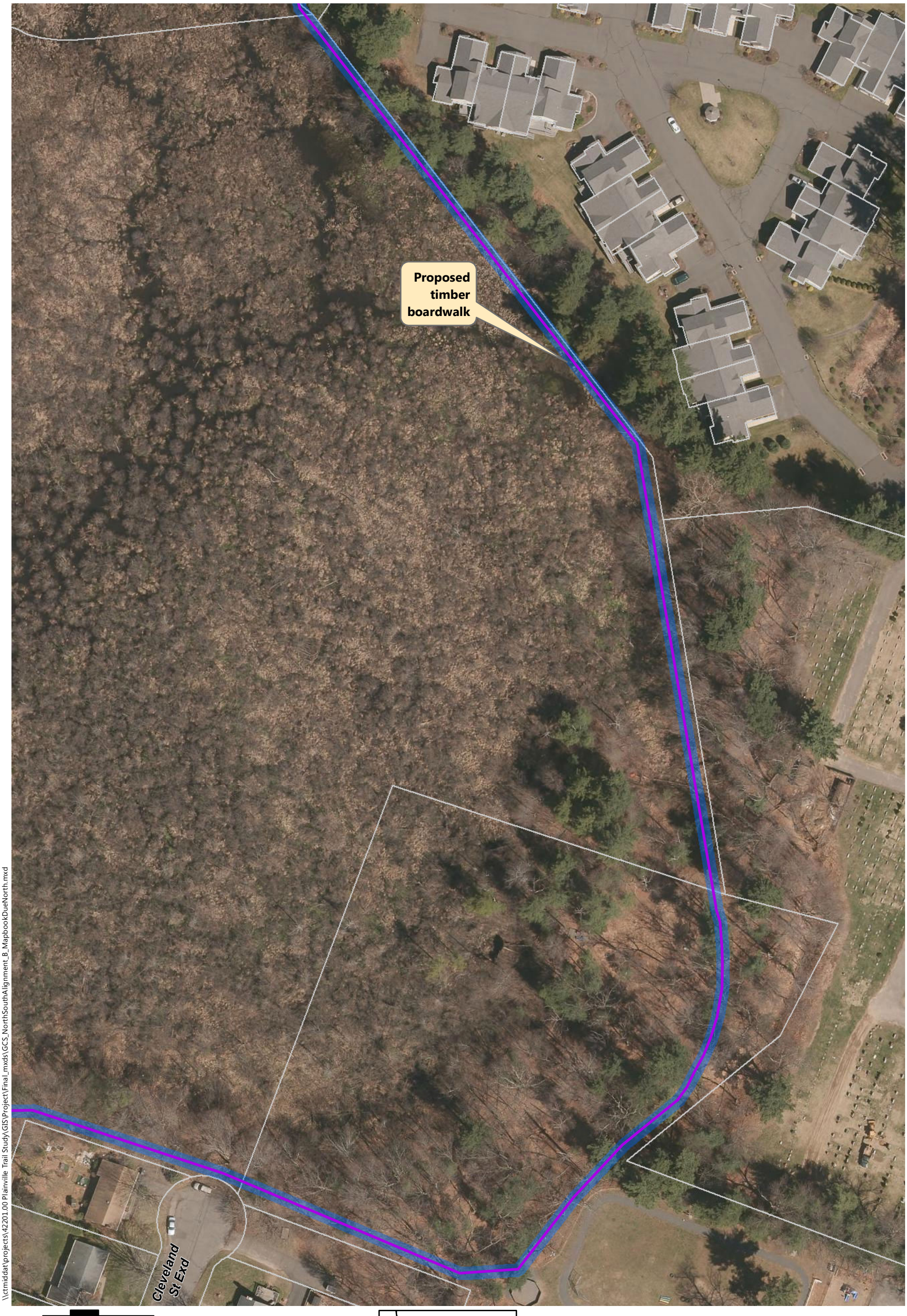
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

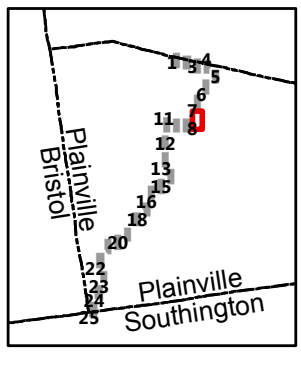
10- 12' multi-use trail

Town Boundary

Plainville Parcels

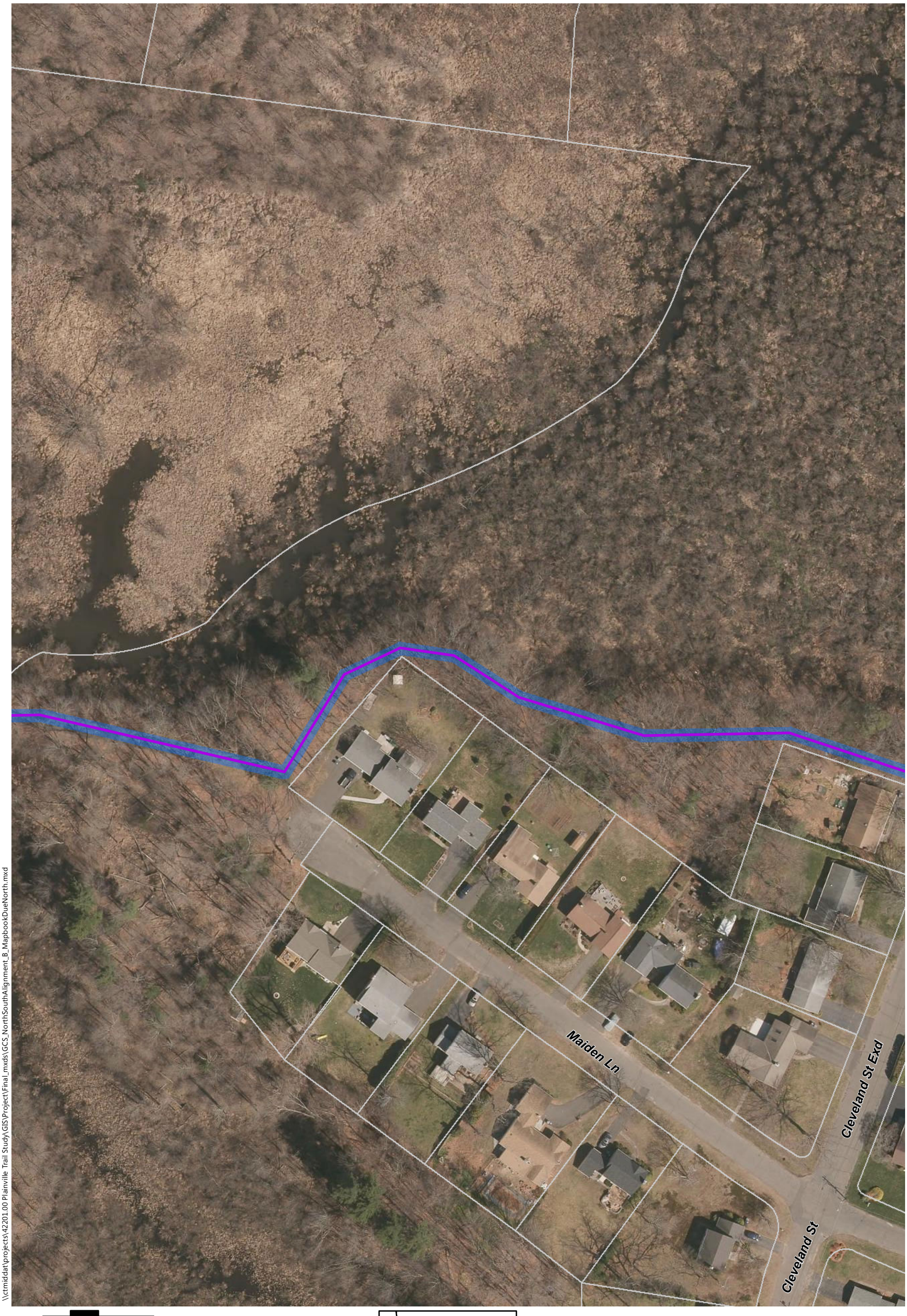
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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↑

0 25 50 100 Feet

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Existing Farmington Canal Heritage Trail

Railroad

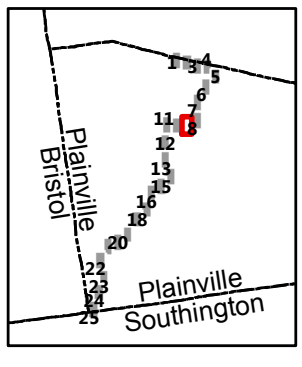
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

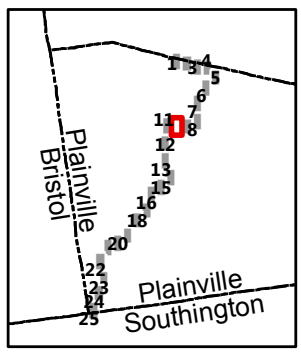
10- 12' multi-use trail

Town Boundary

Plainville Parcels

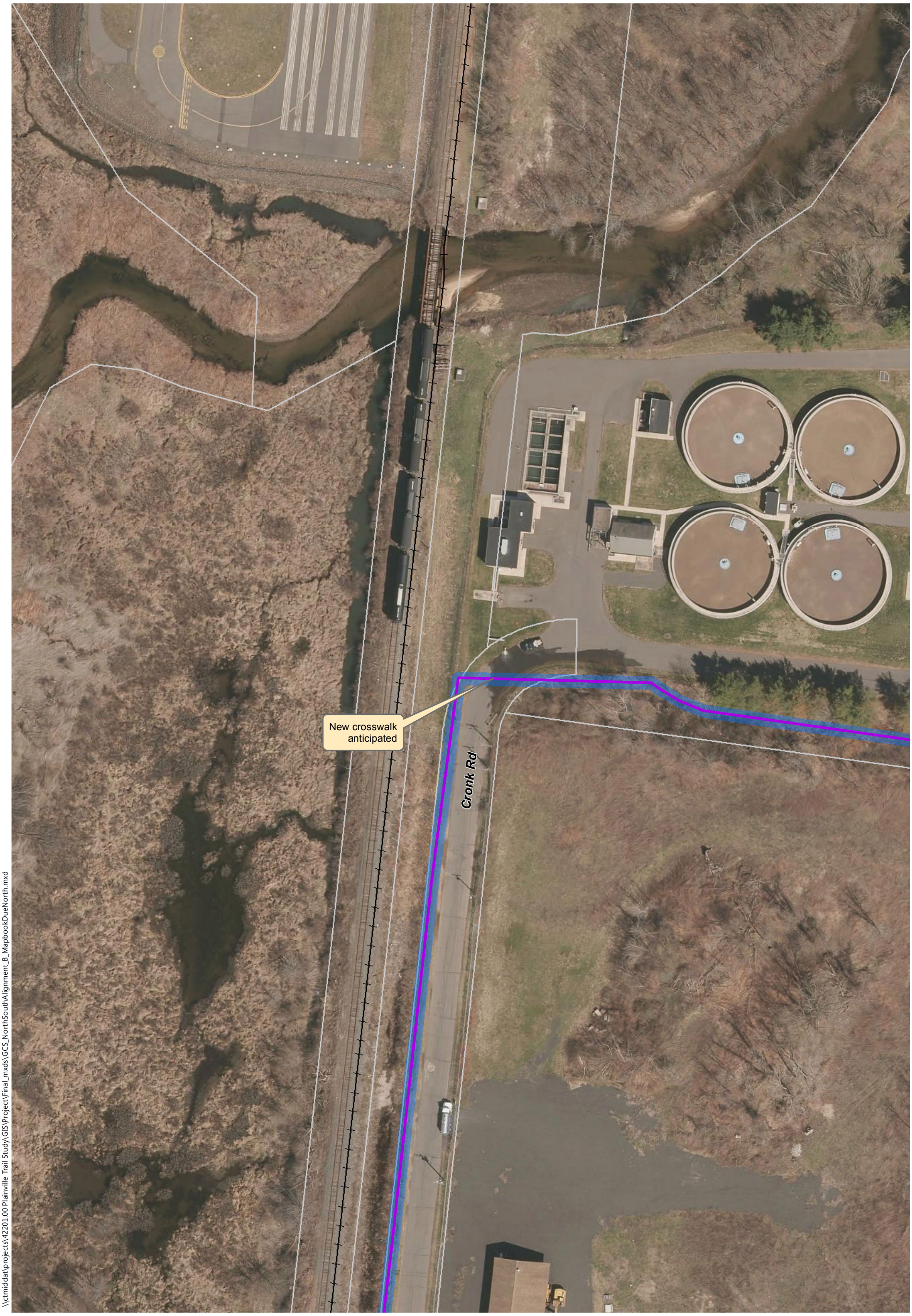
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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↑

0 25 50 100 Feet

Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

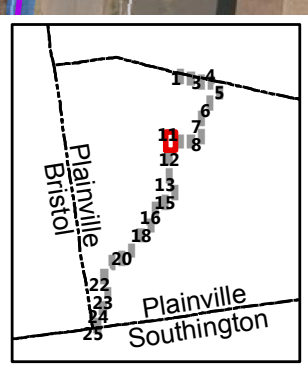
10- 12' multi-use trail

Town Boundary

Plainville Parcels

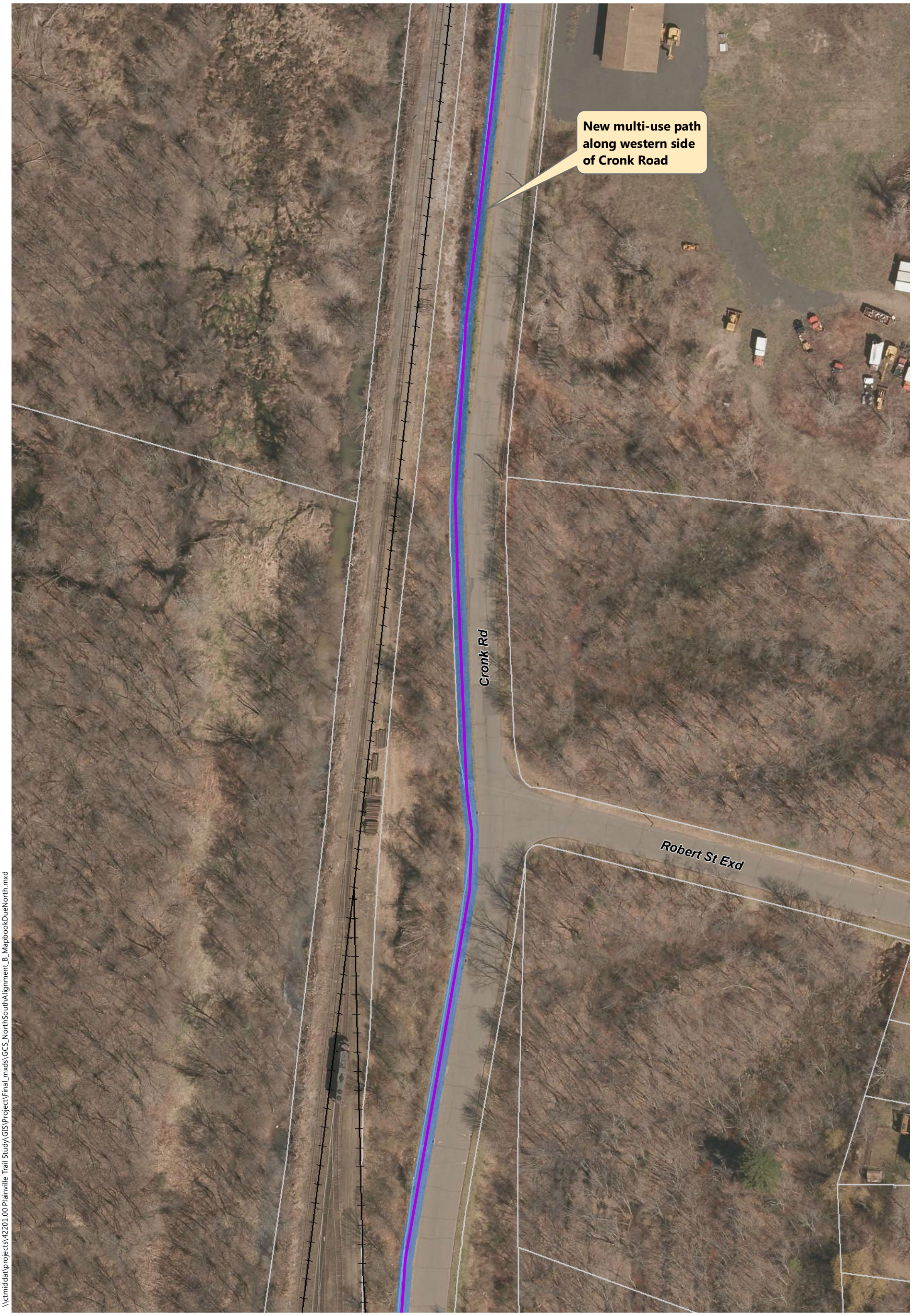
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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0 25 50 100 Feet

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Existing Farmington Canal Heritage Trail

Railroad

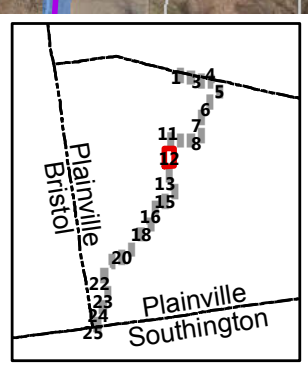
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

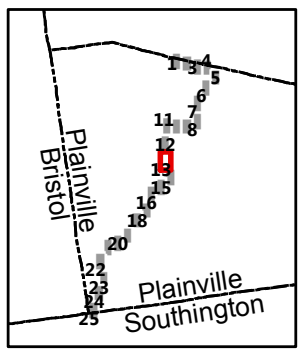


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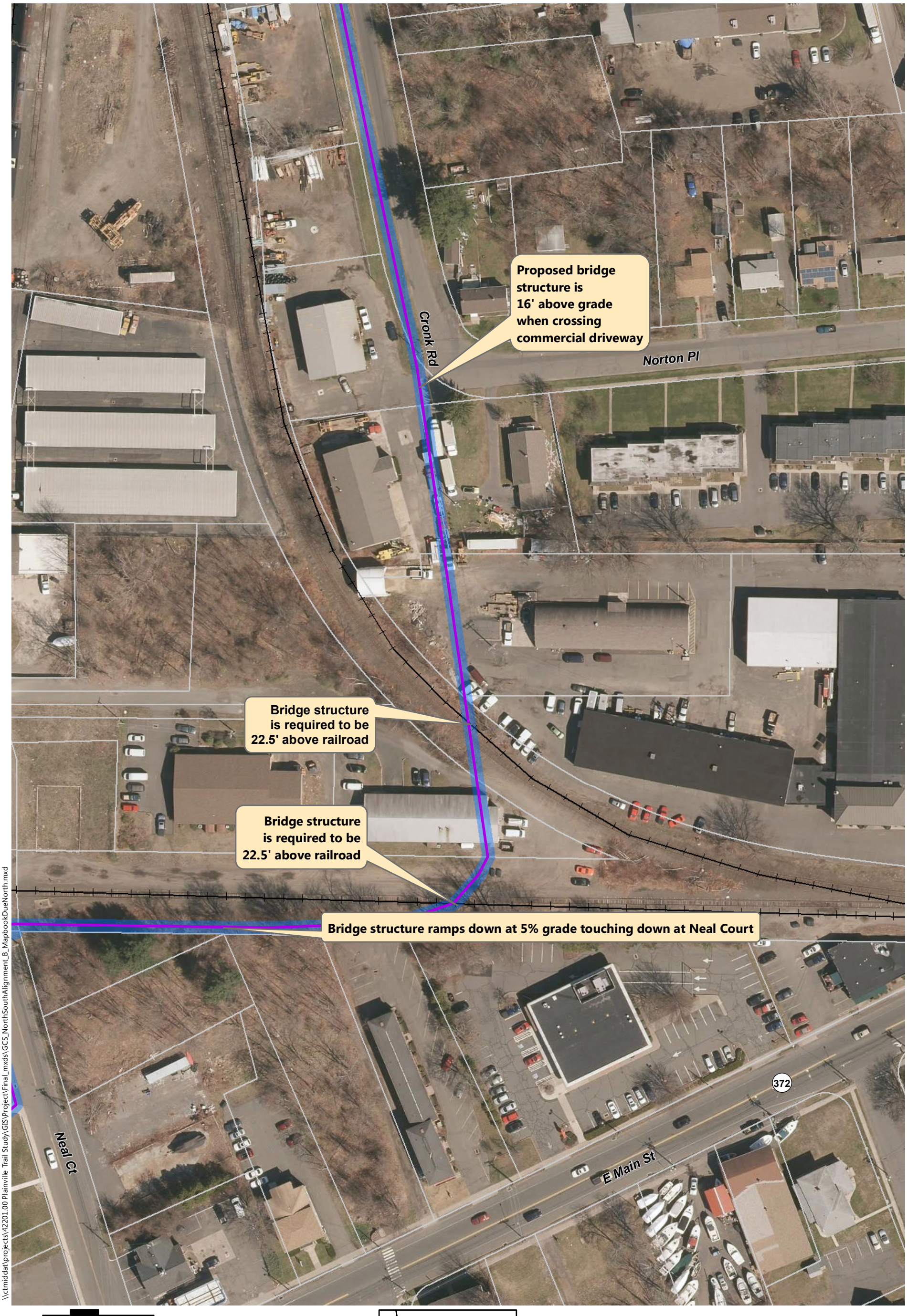
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

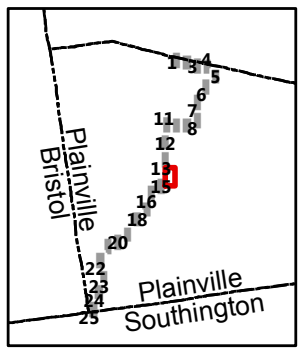


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↑ 0 25 50 100 Feet

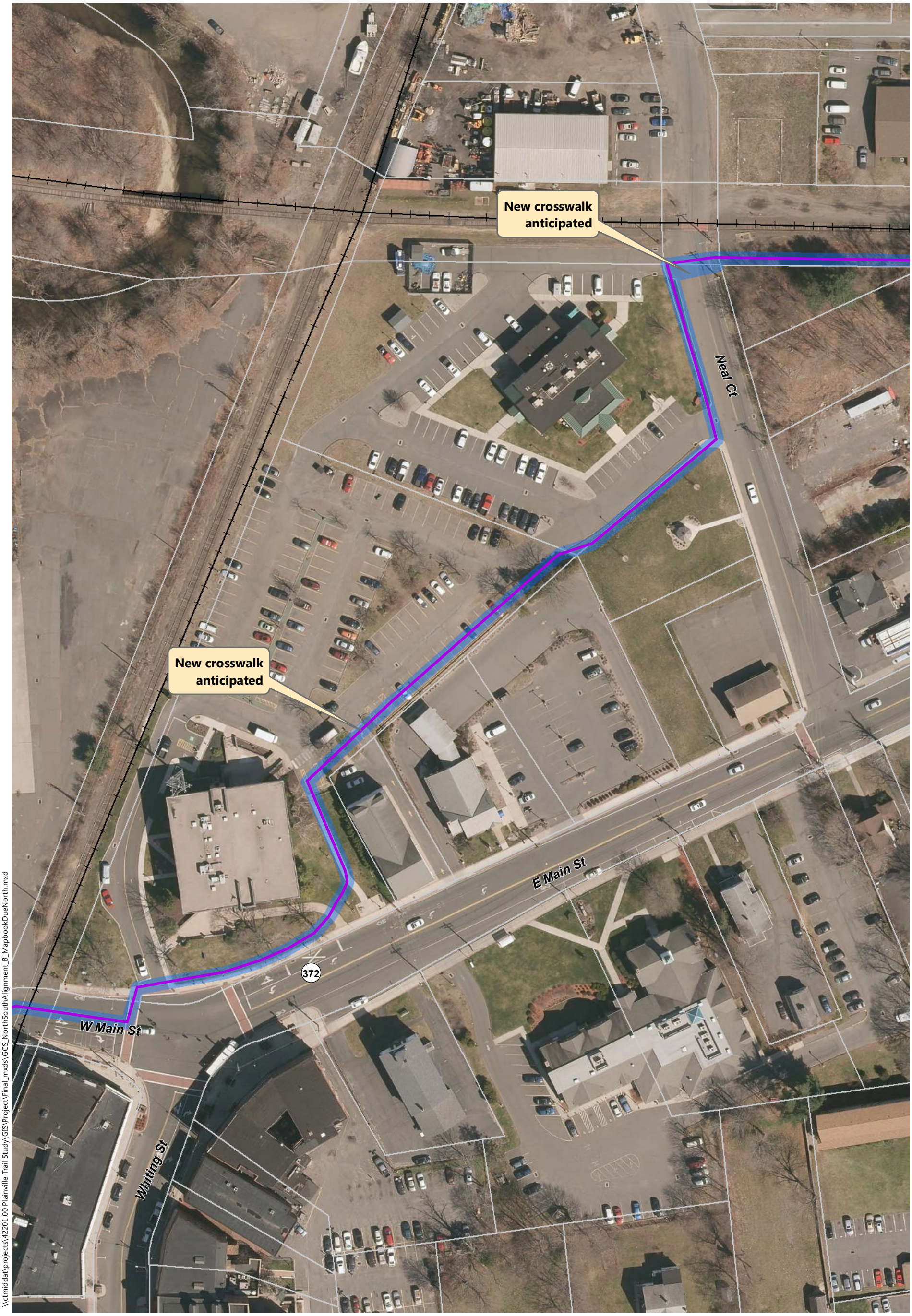
Alignment B - 4.82 Miles - 91% Off Road
Existing Farmington Canal Heritage Trail
Railroad
10- 12' multi-use trail
Town Boundary
Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

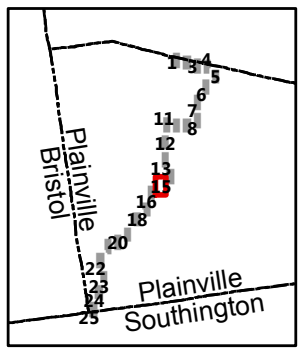


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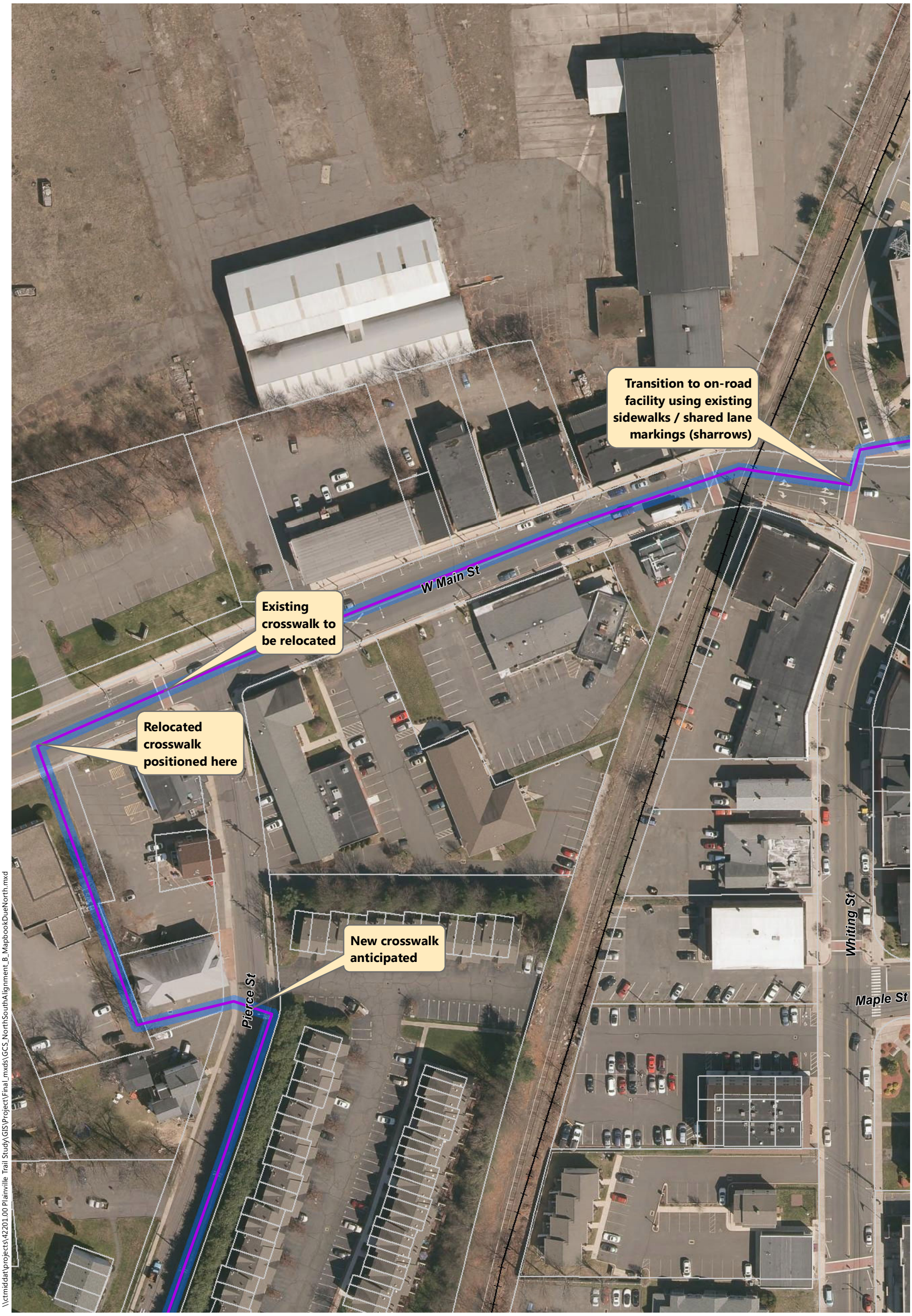
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_B_MapbookDueNorth.mxd

↑

0 25 50 100 Feet

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Existing Farmington Canal Heritage Trail

Railroad

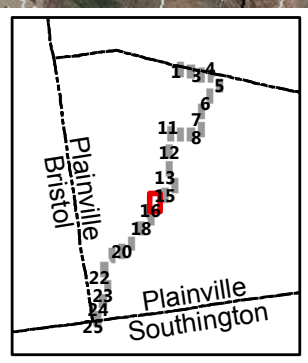
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_B_MapbookDueNorth.mxd

↑

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Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

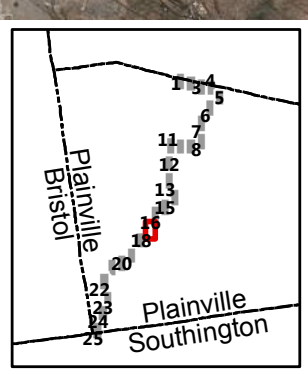
10- 12' multi-use trail

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

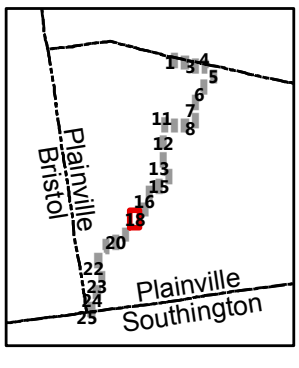


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↑ 0 25 50 100 Feet

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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



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Existing Farmington Canal Heritage Trail

Railroad

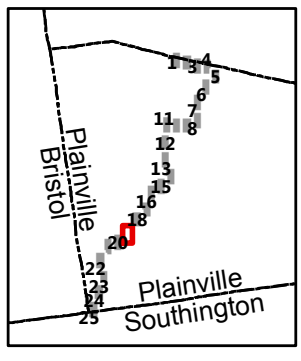
10- 12' multi-use trail

Town Boundary

Plainville Parcels

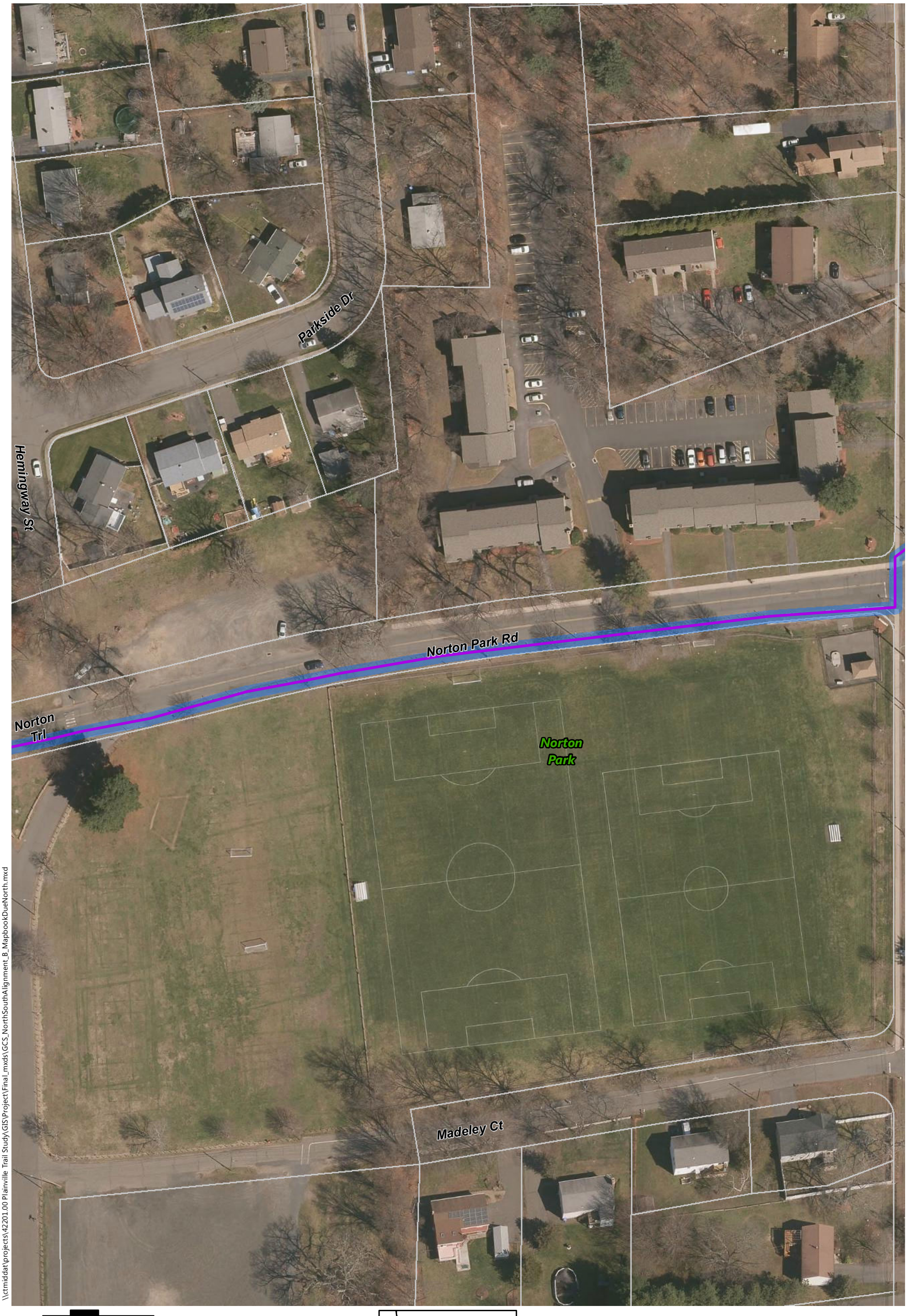
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles



\\ctmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxds\GCS_NorthSouthAlignment_B_MapbookDueNorth.mxd

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Existing Farmington Canal Heritage Trail

Railroad

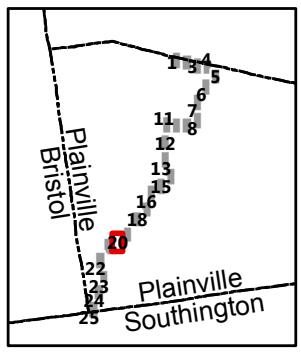
10- 12' multi-use trail

Town Boundary

Plainville Parcels

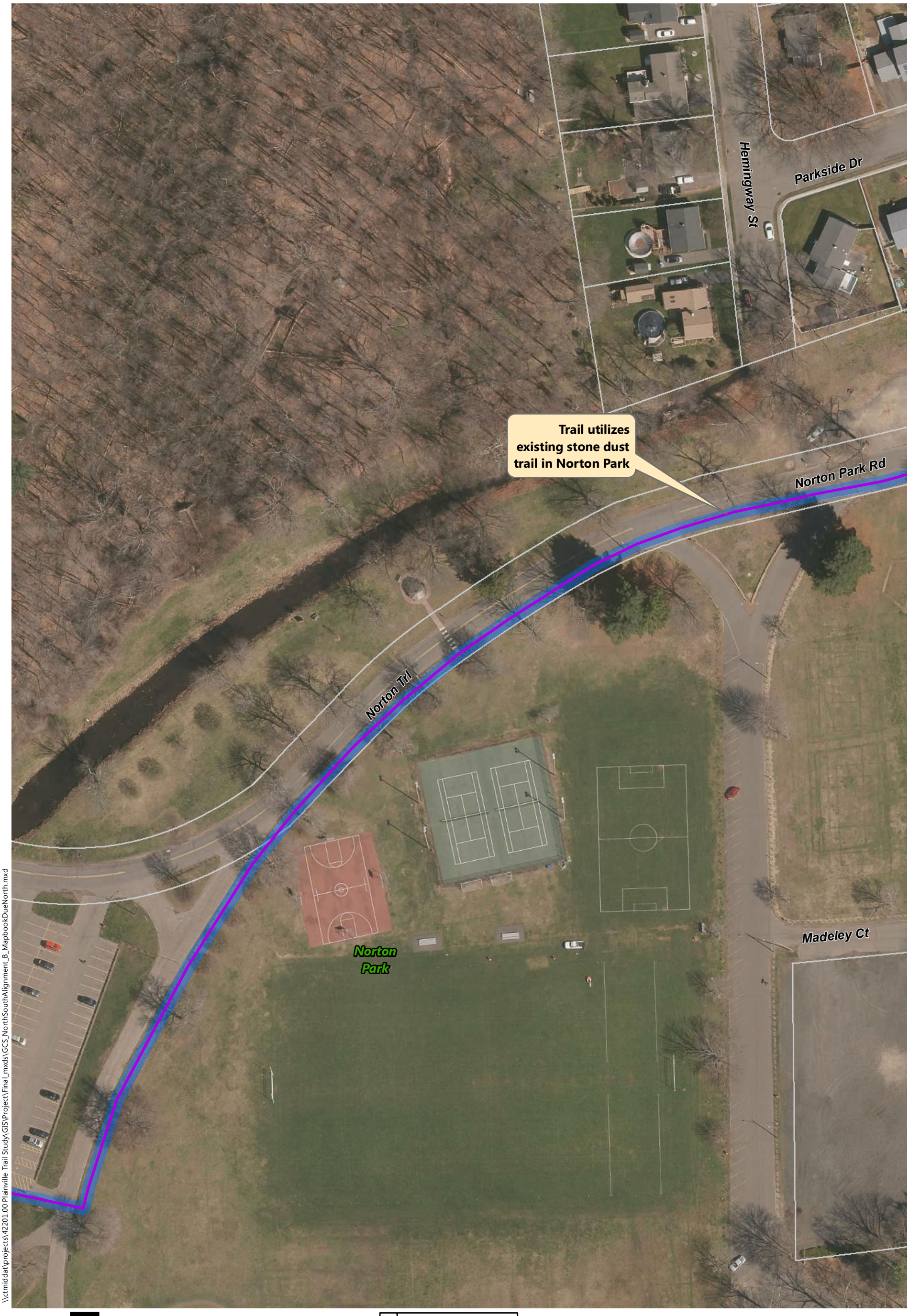
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

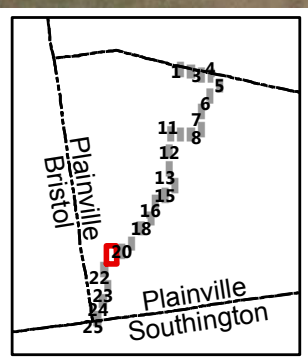


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↑ 0 25 50 100 Feet

- Alignment B - 4.82 Miles - 91% Off Road
- Existing Farmington Canal Heritage Trail
- Railroad
- 10- 12' multi-use trail
- Town Boundary
- Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

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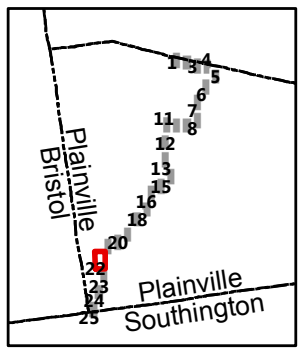


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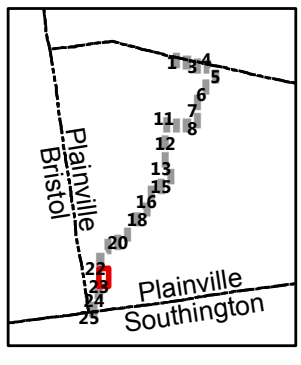


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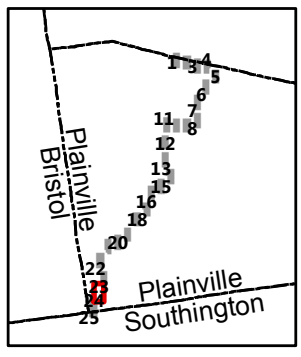


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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles

Trail follows historic Farmington Canal remnants

Southington FCHT is proposed to terminate at Town Line Road and Redstone St

Town Line Rd

Plainville
Southington

Brookside Dr

Redstone St

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Alignment B - 4.82 Miles - 91% Off Road

Existing Farmington Canal Heritage Trail

Railroad

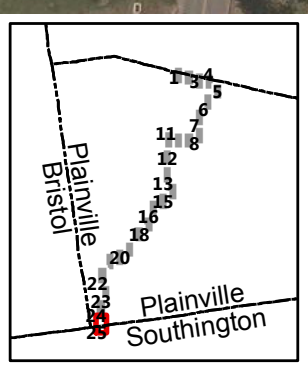
10- 12' multi-use trail

Town Boundary

Plainville Parcels

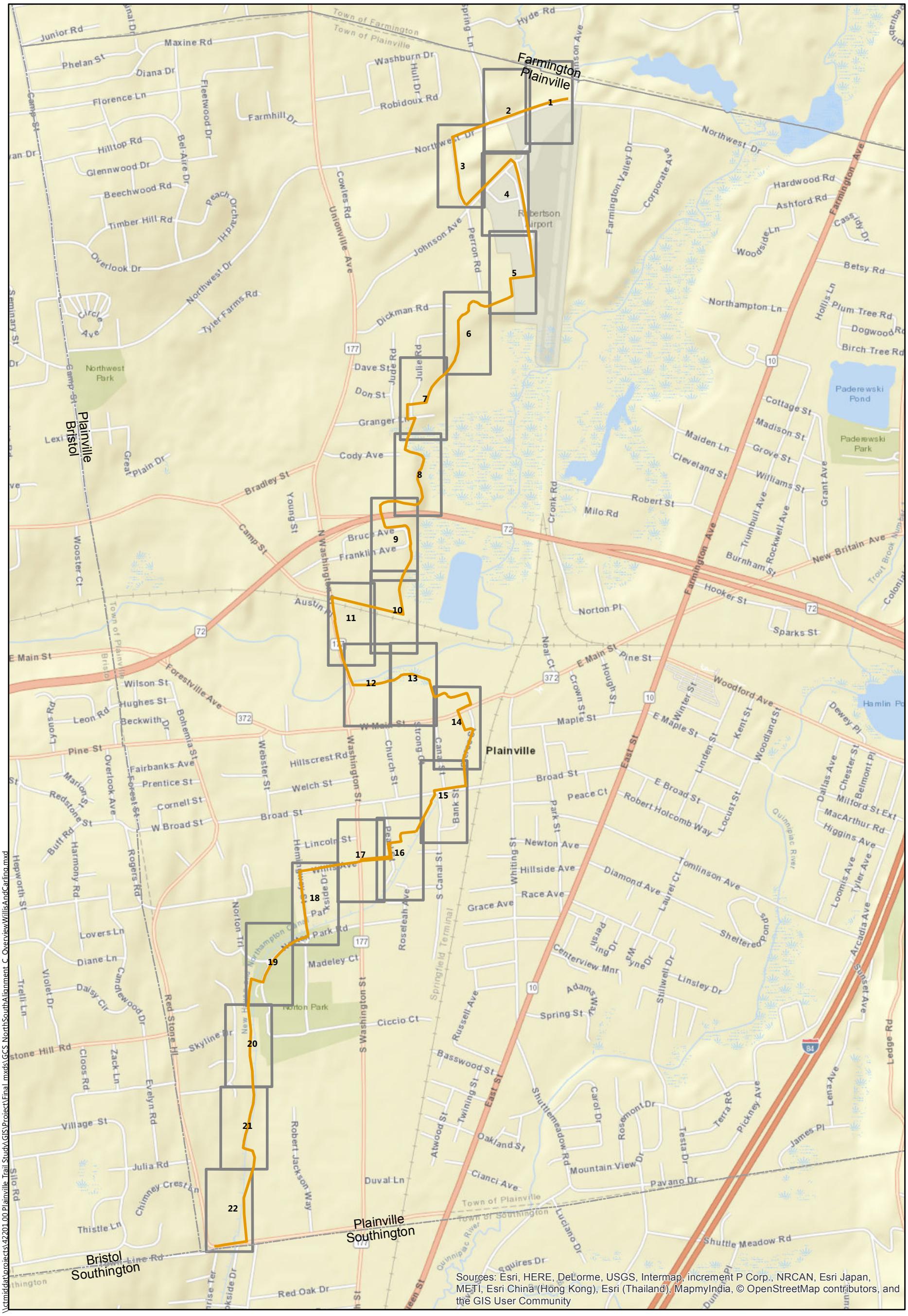
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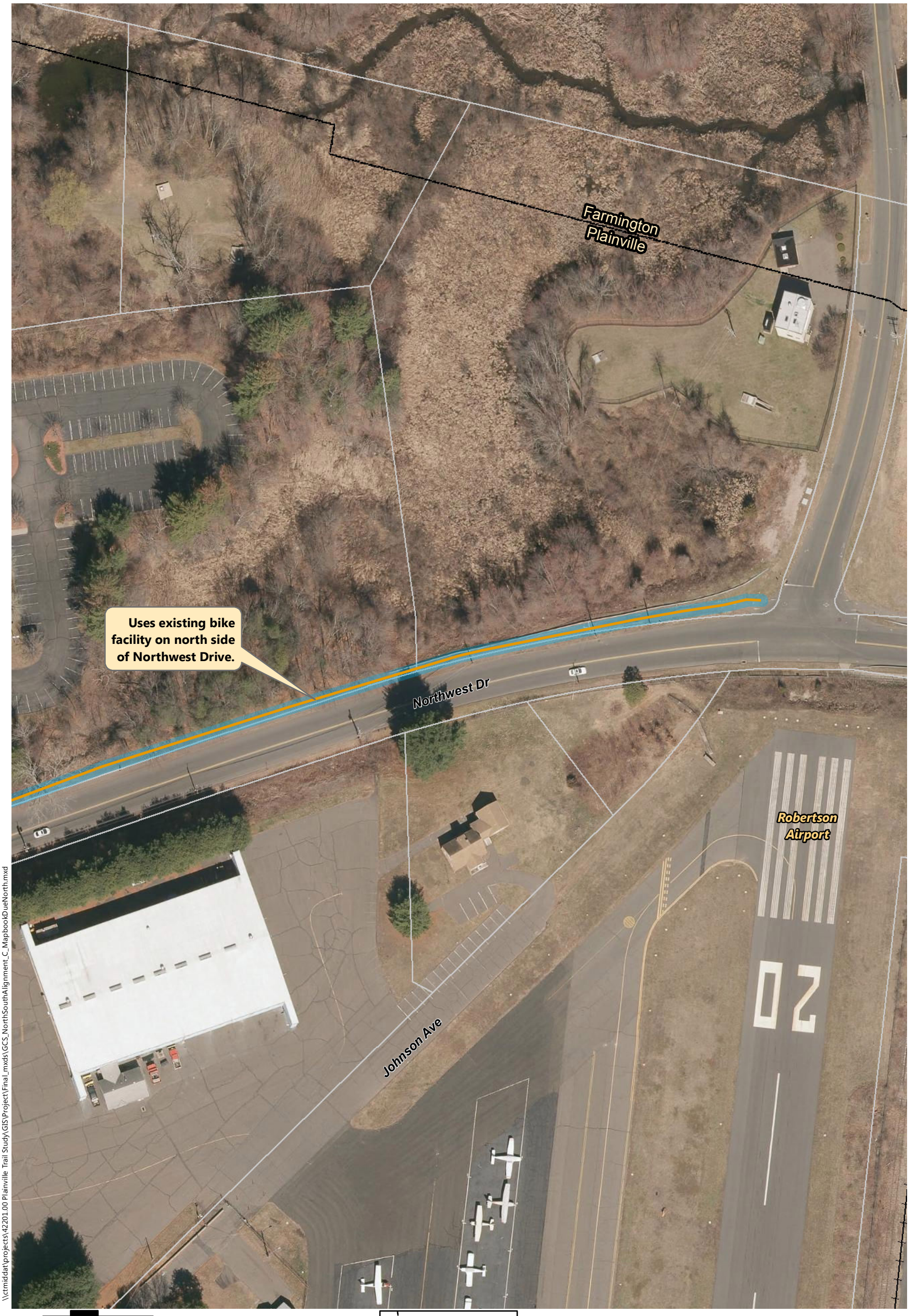
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Gap Closure Trail Study | Hartford County, CT

Alignment B - 4.82 Miles


Farmington
Plainville
Plainville
Bristol
Plainville
Southington
Bristol
Southington
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
Junior Rd
Maxine Rd
Phelan St
Diana Dr
Florence Ln
Hilltop Rd
Glennwood Dr
Beechwood Rd
Timber Hill Rd
Overlook Dr
Fleetwood Dr
Bel-Aire Dr
Peach Orchard Hl
Farmhill Dr
Northwest Dr
Tyler Farms Rd
Circle Ave
Northwest Park
Seminary St
Camp St
Great Plain Dr
Lexington Rd
Wooster Ct
Town of Farmington
Town of Plainville
Washburn Dr
Hull Dr
Robidoux Rd
Cowles Rd
Unionville Ave
Johnson Ave
Perron Rd
Dickman Rd
Hyde Rd
Spring Ln
Robertson Airport
Farmington Valley Dr
Corporate Ave
Northwest Dr
Hardwood Rd
Ashford Rd
Woodside Ln
Cassidy Dr
Farmington Ave
Betsy Rd
Northampton Ln
Hollis Ln
Plum Tree Rd
Dogwood Rd
Birch Tree Rd
Paderewski Pond
Paderewski Park
Cottage St
Madison St
Grove St
Williams St
Grant Ave
Maiden Ln
Cleveland St
Robert St
Milo Rd
Cronk Rd
Trumbull Ave
Rockwell Ave
Burnham St
New Britain Ave
Trout Brook
Hooker St
Norton Pl
Sparks St
Neal Ct
Crown St
Hough St
E Main St
Pine St
Woodford Ave
Dewey Pl
Hamlin Pond
Maple St
E Winter St
E Maple St
Linden St
Kent St
Woodland St
Dallas Ave
Chester St
Belmont Pl
Milford St Ext
MacArthur Rd
Higgins Ave
Tyler Ave
Loomis Ave
Broad St
E Broad St
Peace Ct
Robert Holcomb Way
Locust St
Park St
Quinnipiac River
Newton Ave
Hillside Ave
Diamond Ave
Tomlinson Ave
Laurel Ct
Race Ave
Grace Ave
Sheltered Pond
Arcadia Ave
Sunset Ave
Ledge Rd
Whiting St
East St
Linsley Dr
Stillwell Dr
Adams Way
Spring St
Russell Ave
Basswood St
Twining St
Atwood St
Oakland St
Shuttlemeadow Rd
Carol Dr
Rosemont Dr
Mountain View Dr
Testa Dr
Terra Rd
Pickney Ave
Lena Ave
James Pl
Cianci Ave
Pavano Dr
Duval Ln
Shuttle Meadow Rd
Squires Dr
Luciano Dr
Quinnipiac River
Town of Plainville
Town of Southington
Norton Park
Ciccio Ct
Skyline Dr
Stone Hill Rd
Cloos Rd
Zack Ln
Evelyn Rd
Red Stone Hl
Candlewood Dr
Daisy Cir
Violet Dr
Trelli Ln
Village St
Julia Rd
Chimney Crest Ln
Silo Rd
Thistle Ln
Red Oak Dr
Robert Jackson Way
Madeley Ct
Norton Trl
Roseleah Ave
S Canal St
Springfield Terminal
S Washington St
Lovers Ln
Diane Ln
Buff Rd
Harmony Rd
Hepworth St
Rogers Rd
Redstone St
Marion St
Overlook Ave
Forest St
Fairbanks Ave
Prentice St
Cornell St
W Broad St
Broad St
Welch St
Hillscrest Rd
Webster St
Washington St
Church St
Bank St
Lincoln St
Willis Ave
Hemlock Ln
Woodside Park
Park Rd
Pine St
Leon Rd
Beckwith Dr
Wilson St
Hughes St
Lyons Rd
Bohemia St
Forestville Ave
E Main St
Austin Pl
N Washington St
Franklin Ave
Bruce Ave
Young St
Bradley St
Camp St
Great Plain Dr
Cody Ave
Granger Ln
Don St
Dave St
Jude Rd
Julie Rd
Cook Hill Rd
Wooster Ct
Lexington Rd
Seminary St
Camp St
Northwest Park
Circle Ave
Tyler Farms Rd
Northwest Dr
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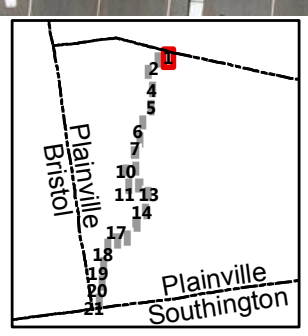
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Alignment C - 4.74 Miles - 100% Off Road

10-12' bituminous multi-use trail.

Railroad

Plainville Parcels



Gap Closure Trail Study | Hartford County, CT

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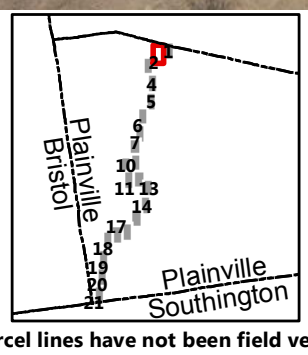
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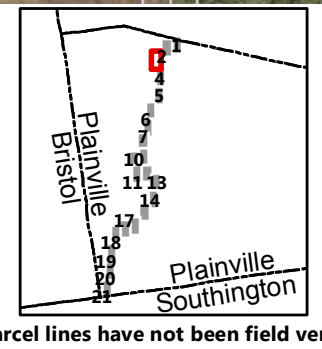
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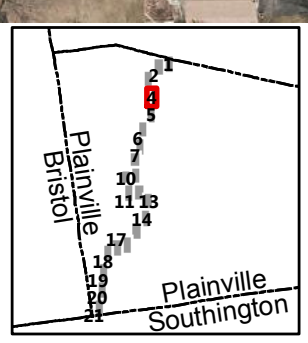
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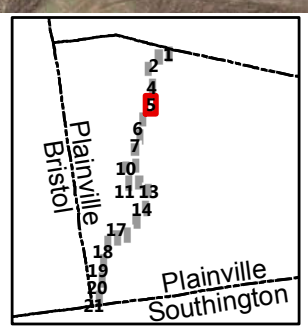
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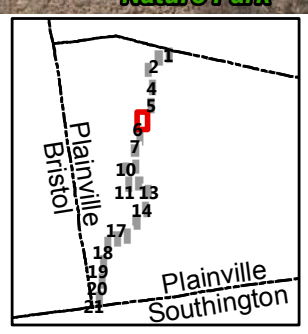
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Railroad

Plainville Parcels



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Gap Closure Trail Study | Hartford County, CT

Alignment C - 4.74 Miles

Tomasso Nature Park

Cody Ave

Trail utilizes existing informal trail network on Town property overlooking wetland/marsh complex.

72

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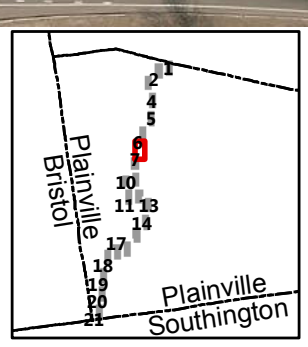
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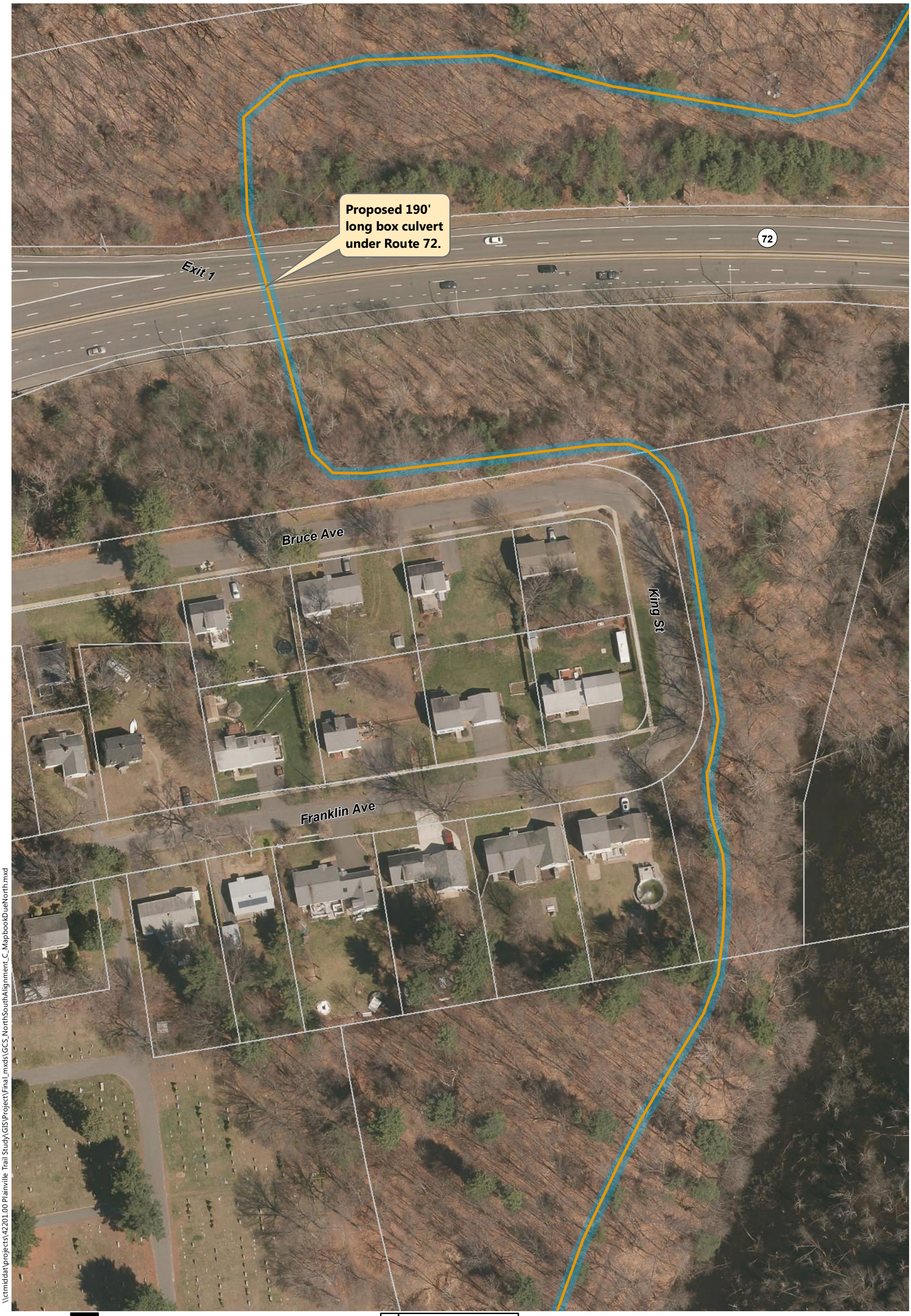
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Gap Closure Trail Study | Hartford County, CT

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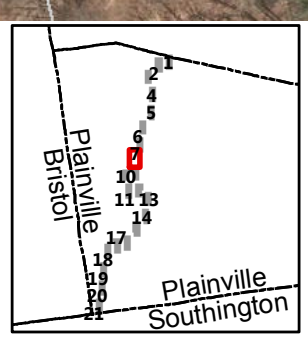
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Plainville Parcels



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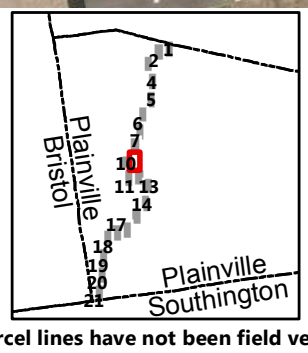
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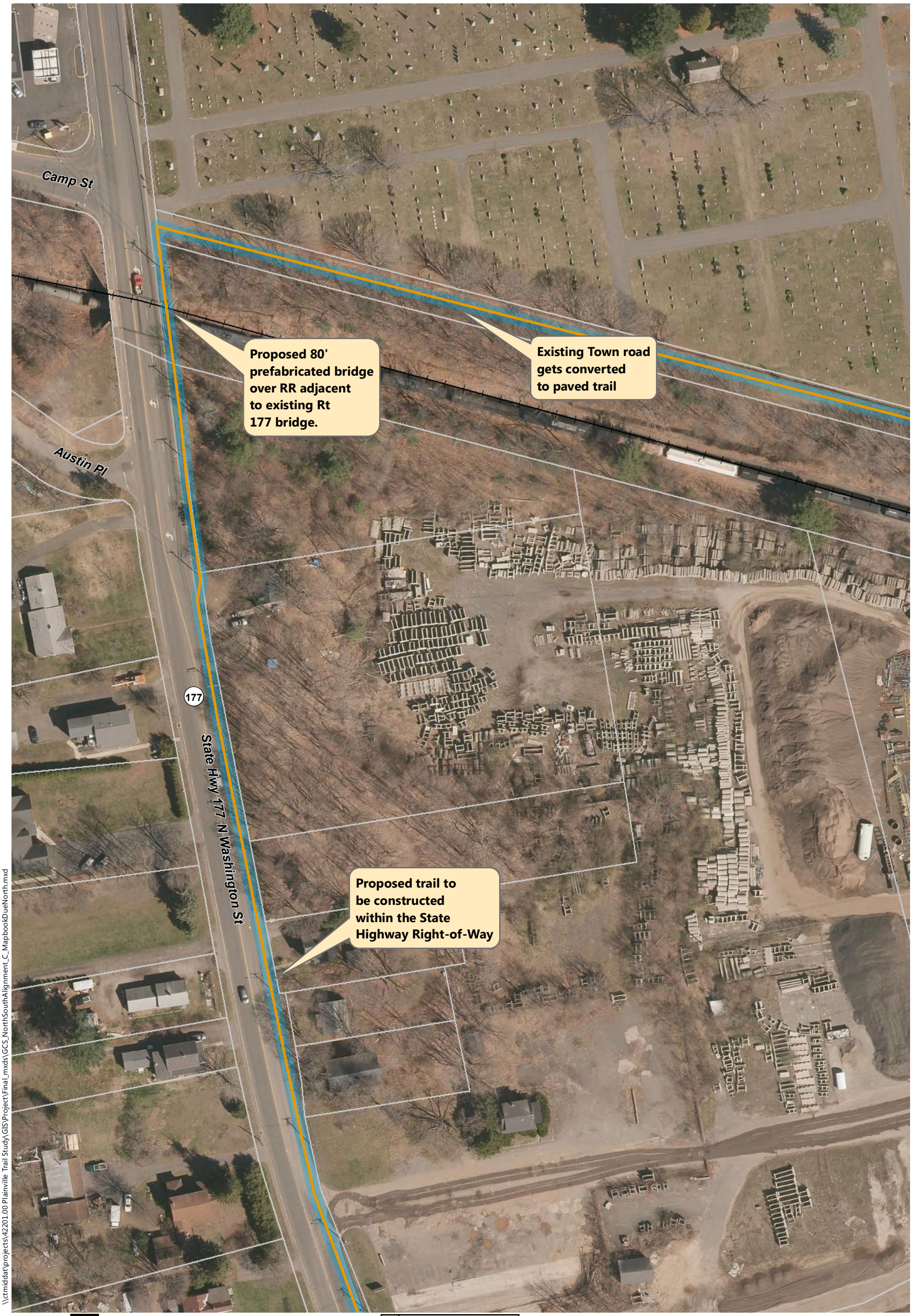
Plainville Parcels



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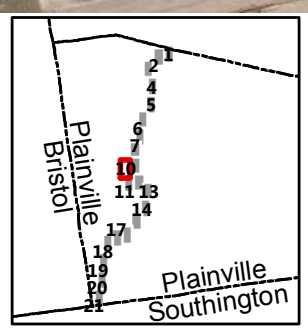
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Railroad
Plainville Parcels



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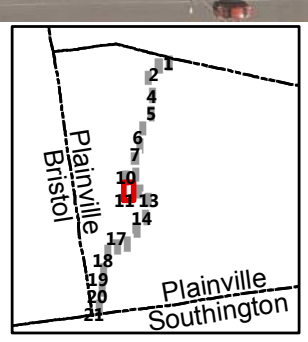
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Plainville Parcels



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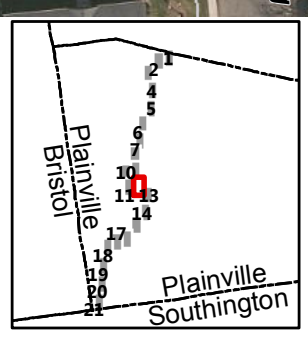
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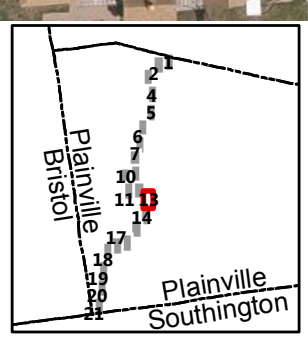
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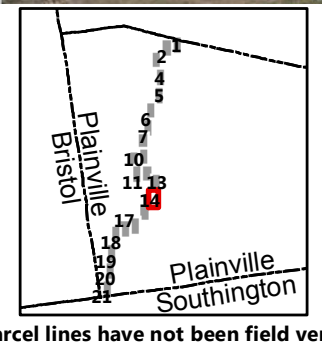
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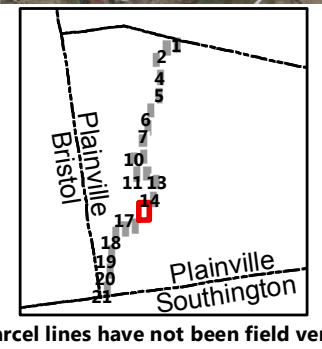
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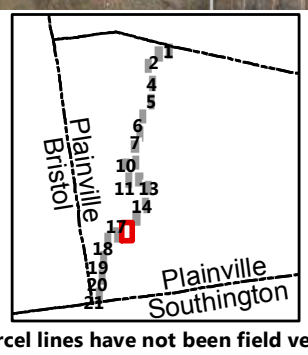
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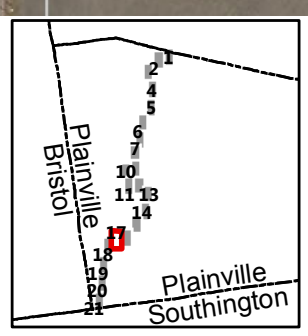
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Alignment C - 4.74 Miles - 100% Off Road

10-12' bituminous multi-use trail.

Railroad

Plainville Parcels



Gap Closure Trail Study | Hartford County, CT

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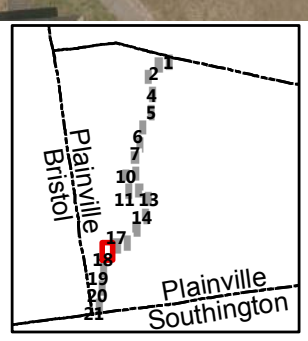
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Skyline Dr

Hollyberry Ln

Highland Dr

Condale Ln

Norton Park

Trail follows historic Farmington Canal remnants.

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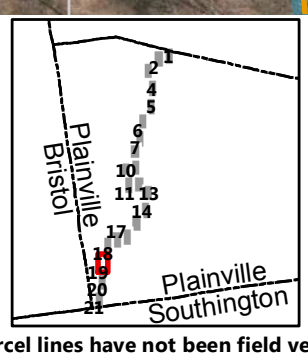
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Plainville Parcels



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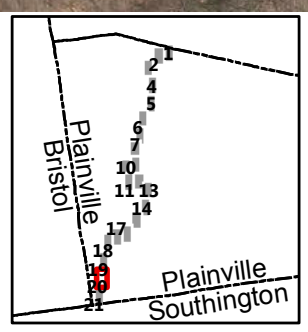
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Plainville Parcels



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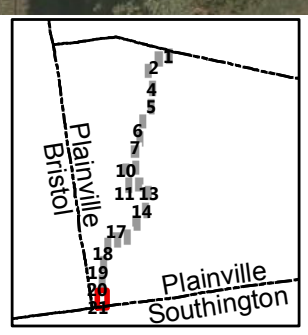
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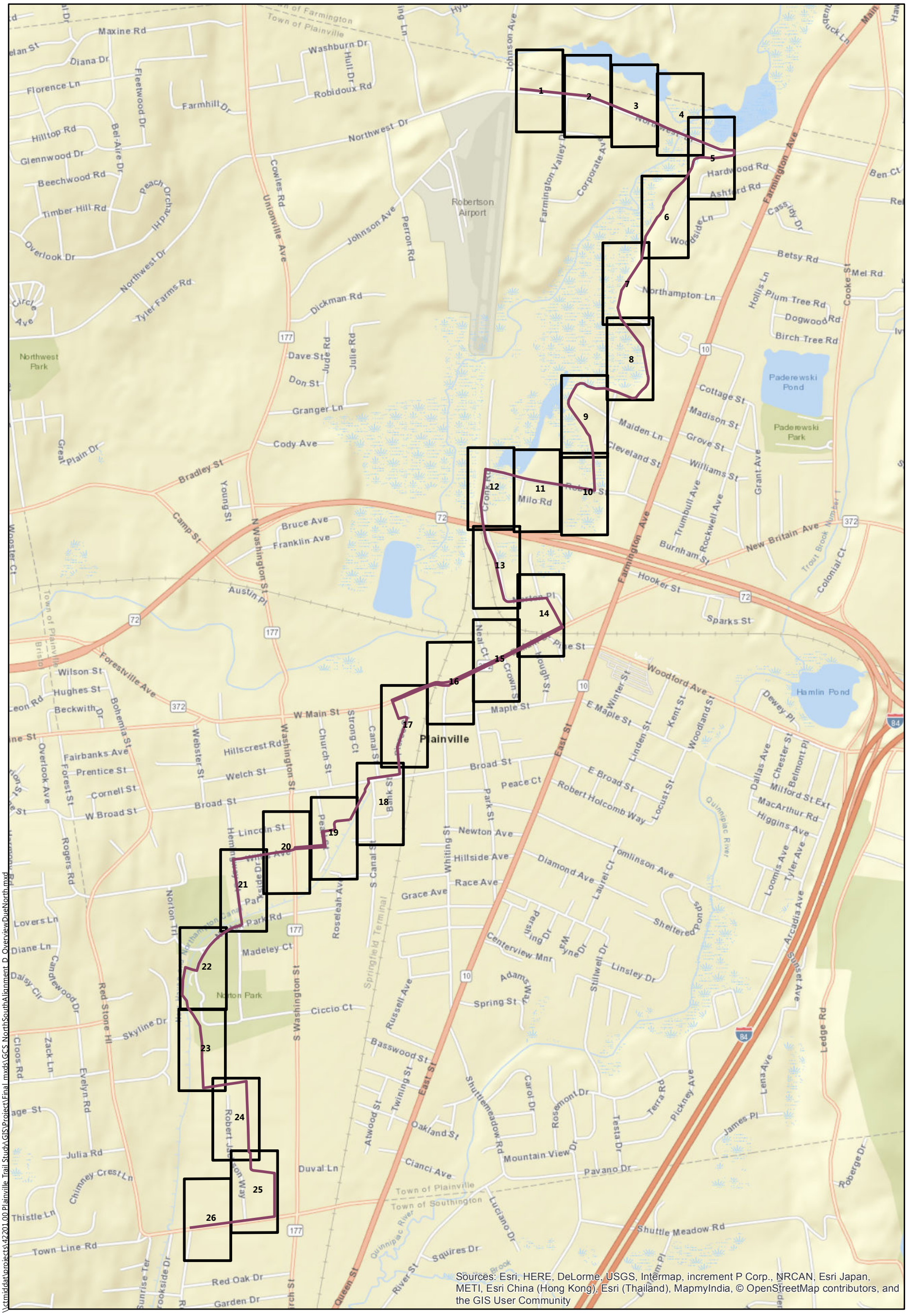
Plainville Parcels



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Maxine Rd
Diana Dr
Florence Ln
Fleetwood Dr
Farmhill Dr
Washburn Dr
Hull Dr
Robidoux Rd
Hilltop Rd
Glennwood Dr
Bel-Aire Dr
Beechwood Rd
Peach Orchard Hl
Timber Hill Rd
Overlook Dr
Northwest Dr
Tyler Farms Rd
Cowles Rd
Unionville Ave
Johnson Ave
Perron Rd
Robertson Airport
Farmington Valley Dr
Corporate Ave
Hardwood Rd
Ashford Rd
Woodside Ln
Cassidy Dr
Farmington Ave
Betsy Rd
Mel Rd
Northampton Ln
Hollis Ln
Plum Tree Rd
Dogwood Rd
Birch Tree Rd
Cooke St
Dickman Rd
Circle Ave
Northwest Park
177
Dave St
Jude Rd
Julie Rd
Don St
Granger Ln
Cody Ave
Great Plain Dr
Bradley St
Young St
Camp St
N Washington St
Bruce Ave
Franklin Ave
Milo Rd
Cronin Rd
Cleveland St
Williams St
Grant Ave
Trumbull Ave
Rockwell Ave
Burnham St
New Britain Ave
Trout Brook
Colonial Ct
Hooker St
Sparks St
72
Austin Pl
Town of Plainville
Town of Bristol
Forestville Ave
Wilson St
Hughes St
Beckwith Dr
Bohemia St
Fairbanks Ave
Prentice St
Cornell St
W Broad St
Overlook Ave
Forest St
Rogers Rd
Webster St
Hillscrest Rd
Welch St
Broad St
W Main St
Church St
Strong Ct
Canal St
Washington St
Plainville
Maple St
Peace Ct
Robert Holcomb Way
Locust St
E Broad St
E Maple St
Linden St
Kent St
Woodland St
Winter St
Woodford Ave
Dewey Pl
Hamlin Pond
Dallas Ave
Chester St
Belmont Pl
Milford St Ext
MacArthur Rd
Higgins Ave
Loomis Ave
Tyler Ave
Tomlinson Ave
Diamond Ave
Laurel Ct
Sheltered Pond
Arcadia Ave
Sunset Ave
Ledge Rd
Lincoln St
Newton Ave
Hillside Ave
Race Ave
Grace Ave
Whiting St
Park St
Roseleah Ave
S Canal St
Springfield Terminal
Norton Park
Norton Trl
Madeley Ct
Lovers Ln
Diane Ln
Daisy Cir
Candlewood Dr
Red Stone Hl
Skyline Dr
Zack Ln
Cloos Rd
Evelyn Rd
Julia Rd
Chimney Crest Ln
Thistle Ln
Town Line Rd
Sunrise Ter
Brookside Dr
Red Oak Dr
Garden Dr
S Washington St
Ciccio Ct
Russell Ave
Spring St
Basswood St
Twining St
Atwood St
Oakland St
Duval Ln
Cianci Ave
Mountain View Dr
Shuttle Meadow Rd
Carol Dr
Rosemont Dr
Testa Dr
Terra Rd
Pickney Ave
James Pl
Lena Ave
Roberge Dr
Pavano Dr
Squires Dr
Luciano Dr
Quinnipiac River
Town of Southington
Adams Way
Centerview Mnr
Linsley Dr
Stillwell Dr
Wayne Dr
Persh Ing Dr
Cottage St
Madison St
Maiden Ln
Grove St
Cleveland St
Paderewski Park
Pond
Johnson Ave
Farmington Valley Dr
Corporate Ave
Hardwood Rd
Ashford Rd
Cassidy Dr
Woodside Ln
Betsy Rd
Northampton Ln
Plum Tree Rd
Dogwood Rd
Birch Tree Rd
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Maiden Ln
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Cleveland St
Williams St
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Milo Rd
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Sparks St
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Colonial Ct
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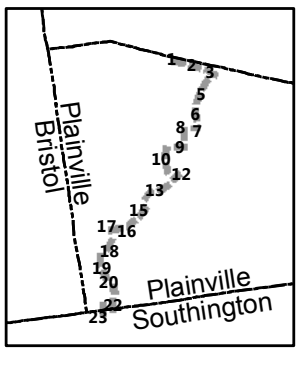
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0 25 50 100 Feet

- Alignment D - 5.62 Miles
- Existing Farmington Canal Heritage Trail
- 10- 12' multi-use trail
- Railroad
- Town Boundary
- Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

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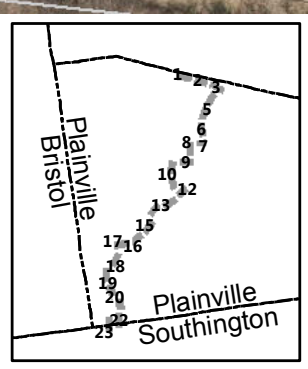
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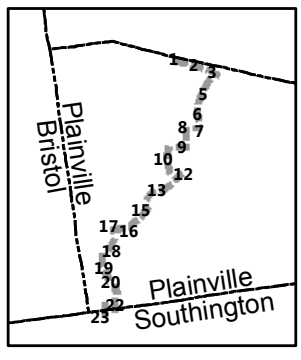
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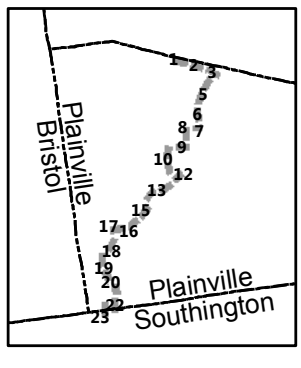
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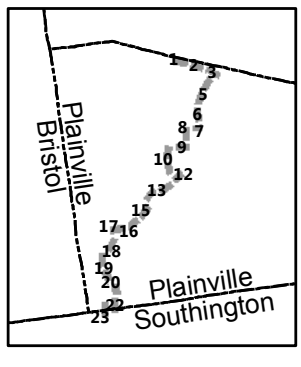
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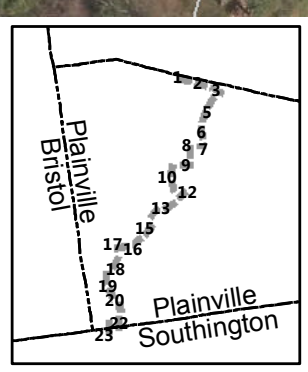
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Railroad

Town Boundary

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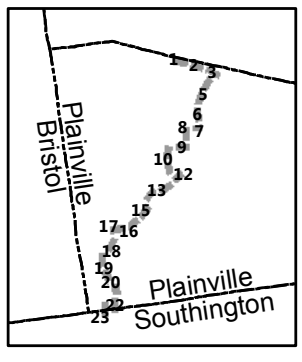
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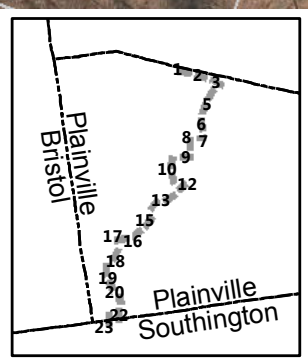
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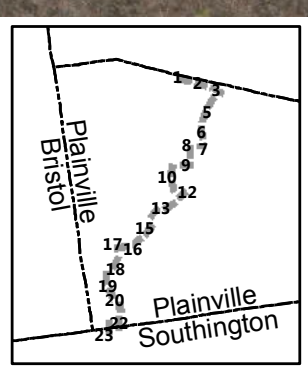


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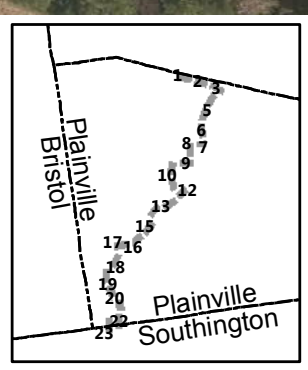
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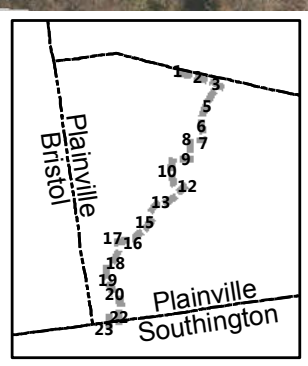
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Railroad

Town Boundary

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Existing Farmington Canal Heritage Trail

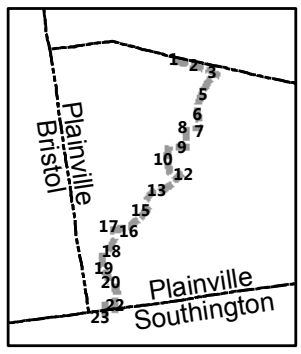
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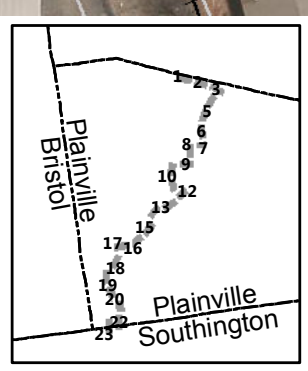
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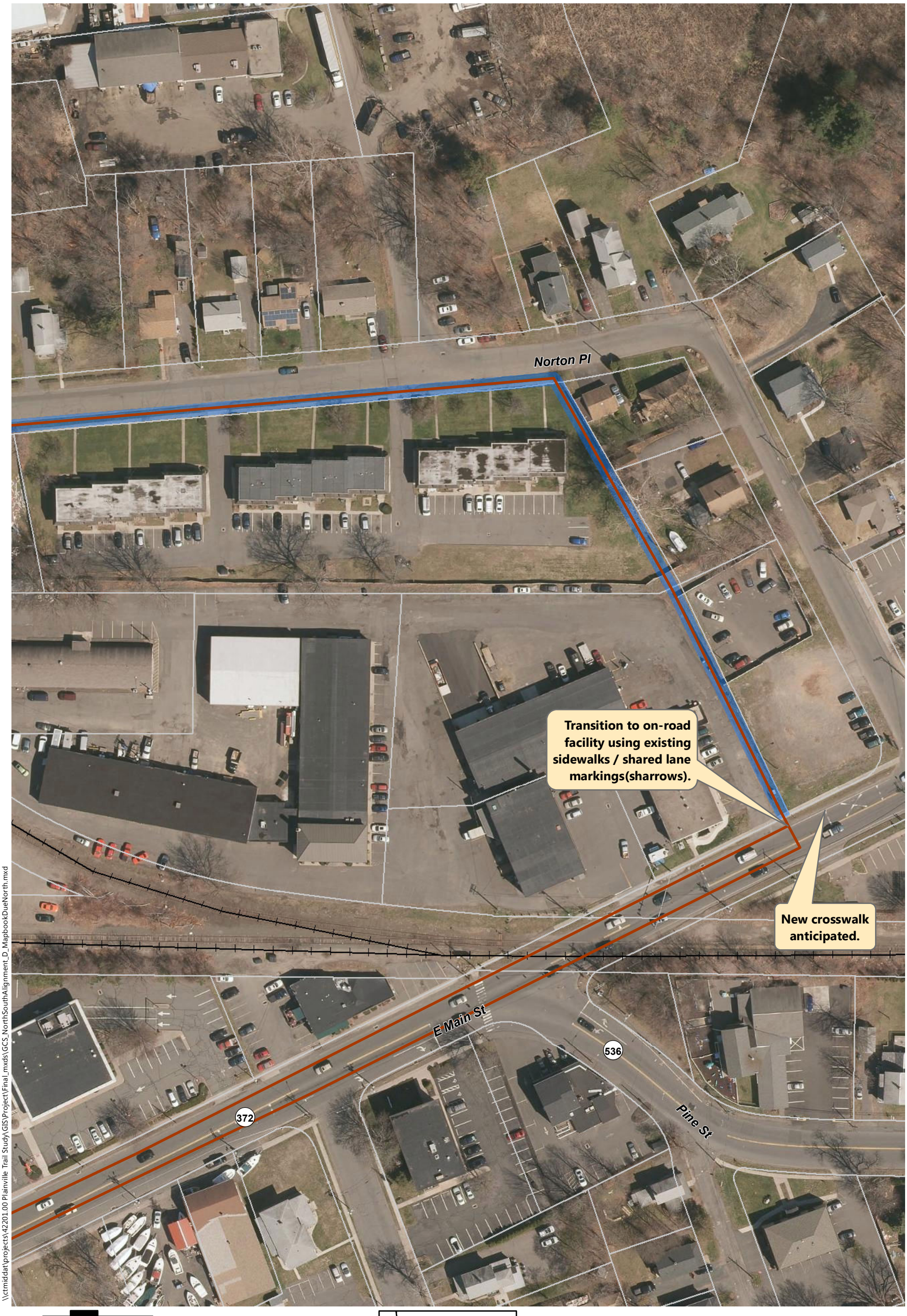
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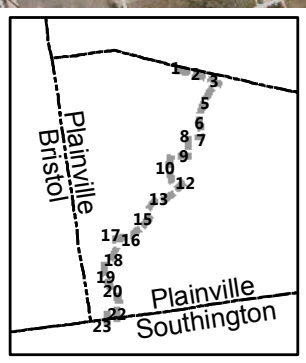


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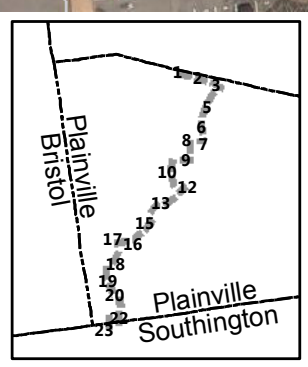


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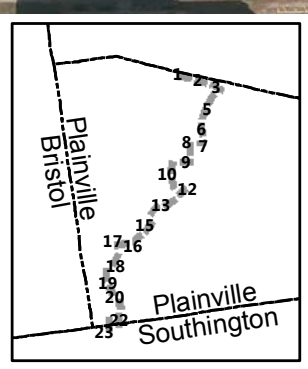
10- 12' multi-use trail

Town Boundary

Railroad

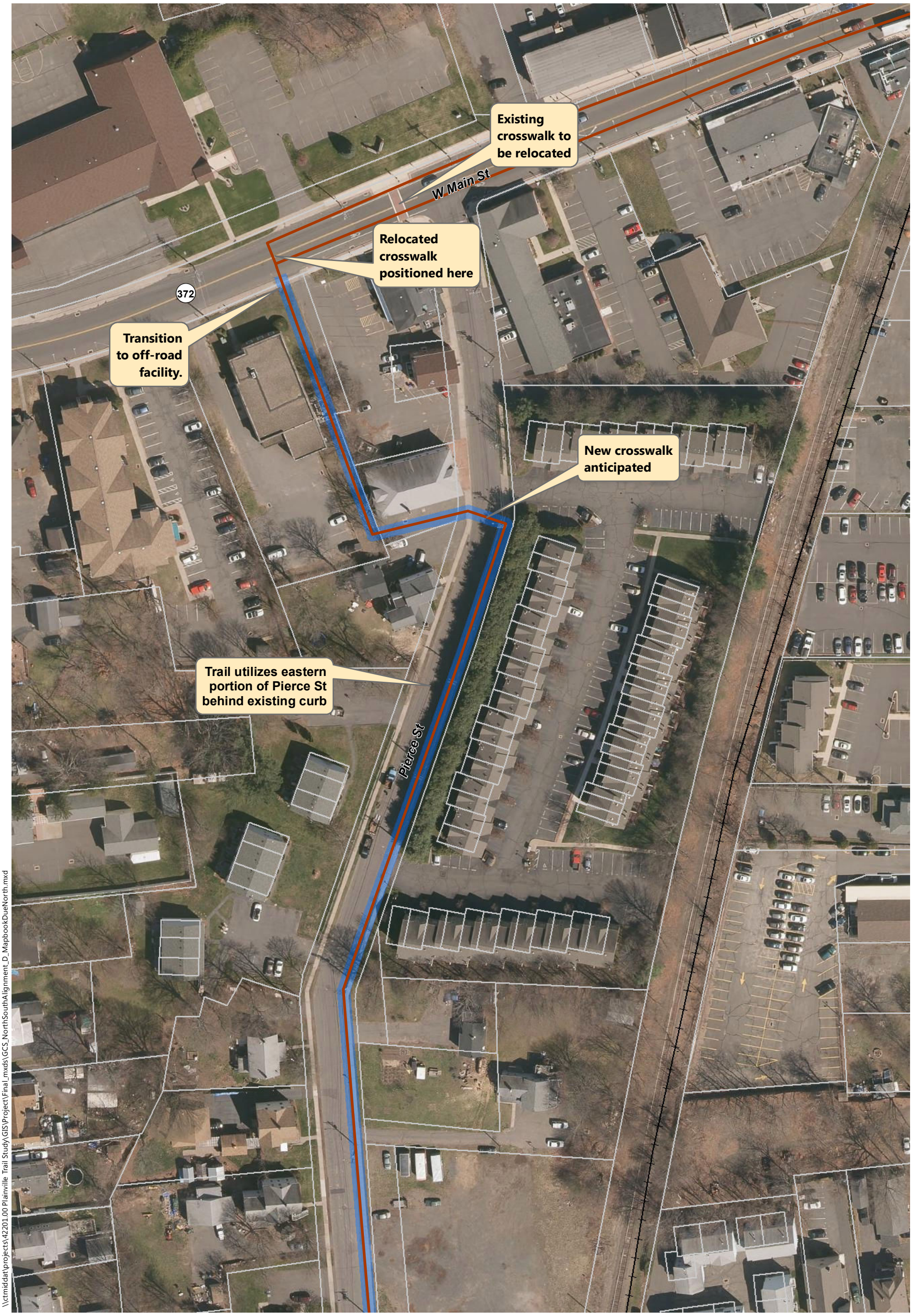
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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles



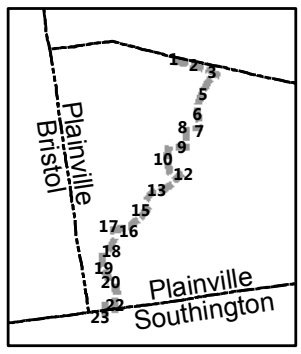
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0 25 50 100 Feet

Alignment D - 5.62 Miles
Existing Farmington Canal Heritage Trail
10- 12' multi-use trail
Railroad
Town Boundary
Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

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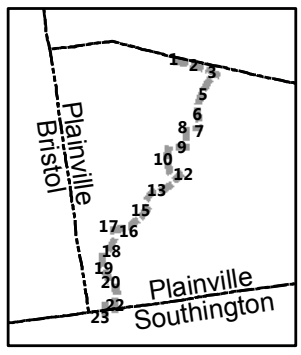


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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

Transition to on-road facility using sidewalks / shared lane markings(sharrows).

Pearl St

W Pearl St

Elizabeth Ct

McConnell Dr

Roseleah Ave

David Ave

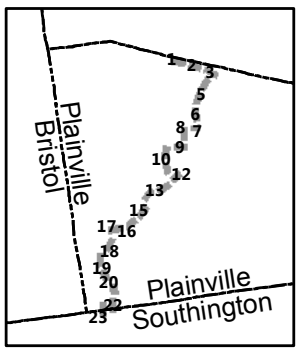
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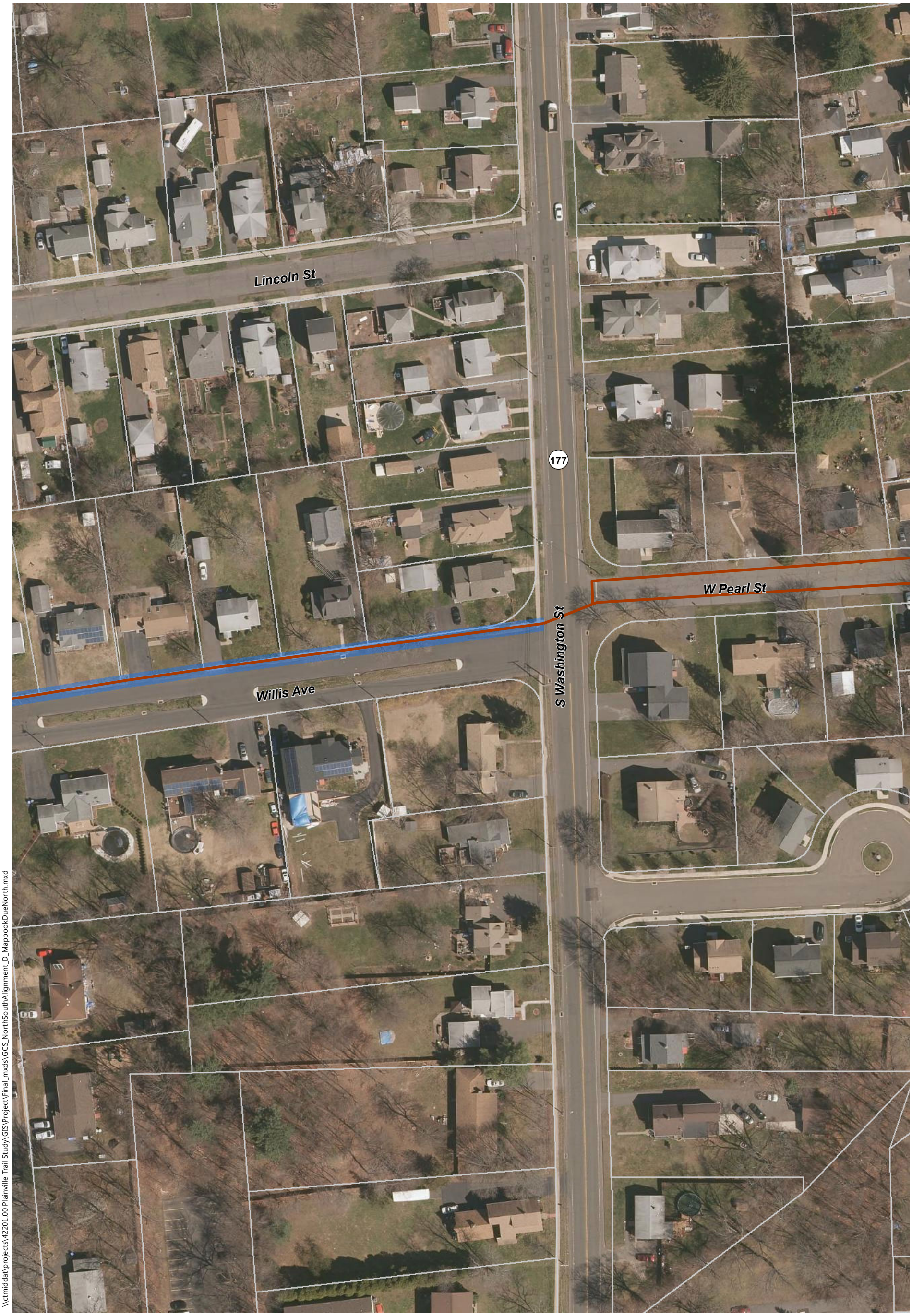
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Alignment D - 5.63 Miles



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Alignment D - 5.62 Miles

Existing Farmington Canal Heritage Trail

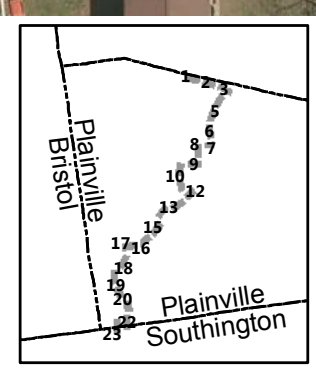
10- 12' multi-use trail

Railroad

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles



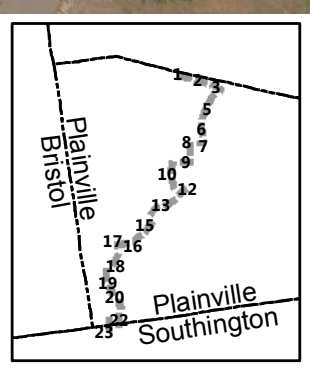
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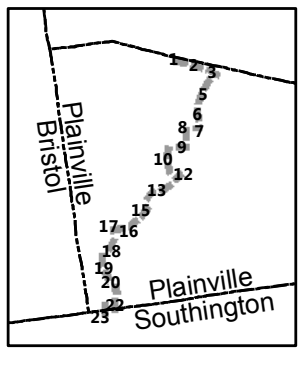
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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

Norton Park

Alignment proposes a 10-12' wide bituminous multi-use trail through Norton Park

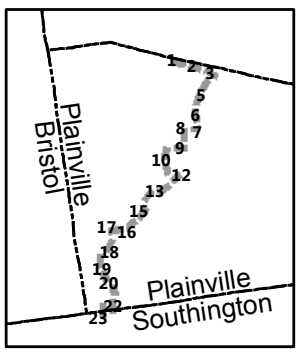
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Gap Closure Trail Study | Hartford County, CT

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Alignment D - 5.62 Miles

Existing Farmington Canal Heritage Trail

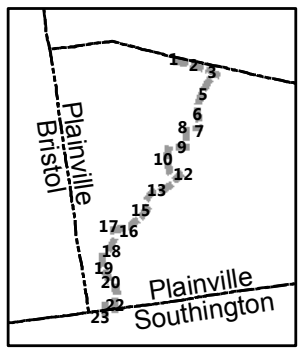
10- 12' multi-use trail

Railroad

Town Boundary

Plainville Parcels

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Gap Closure Trail Study | Hartford County, CT

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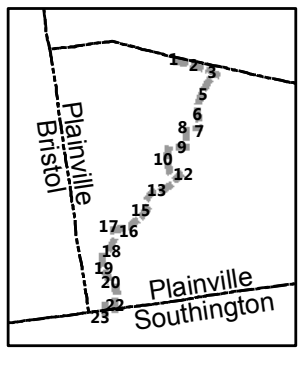
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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

Alignme

Southington FCHT is proposed to terminate at Town Line Road and Redstone St

Town Line Rd

Plainville
Southington

Redstone St

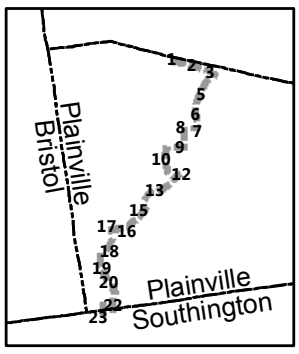
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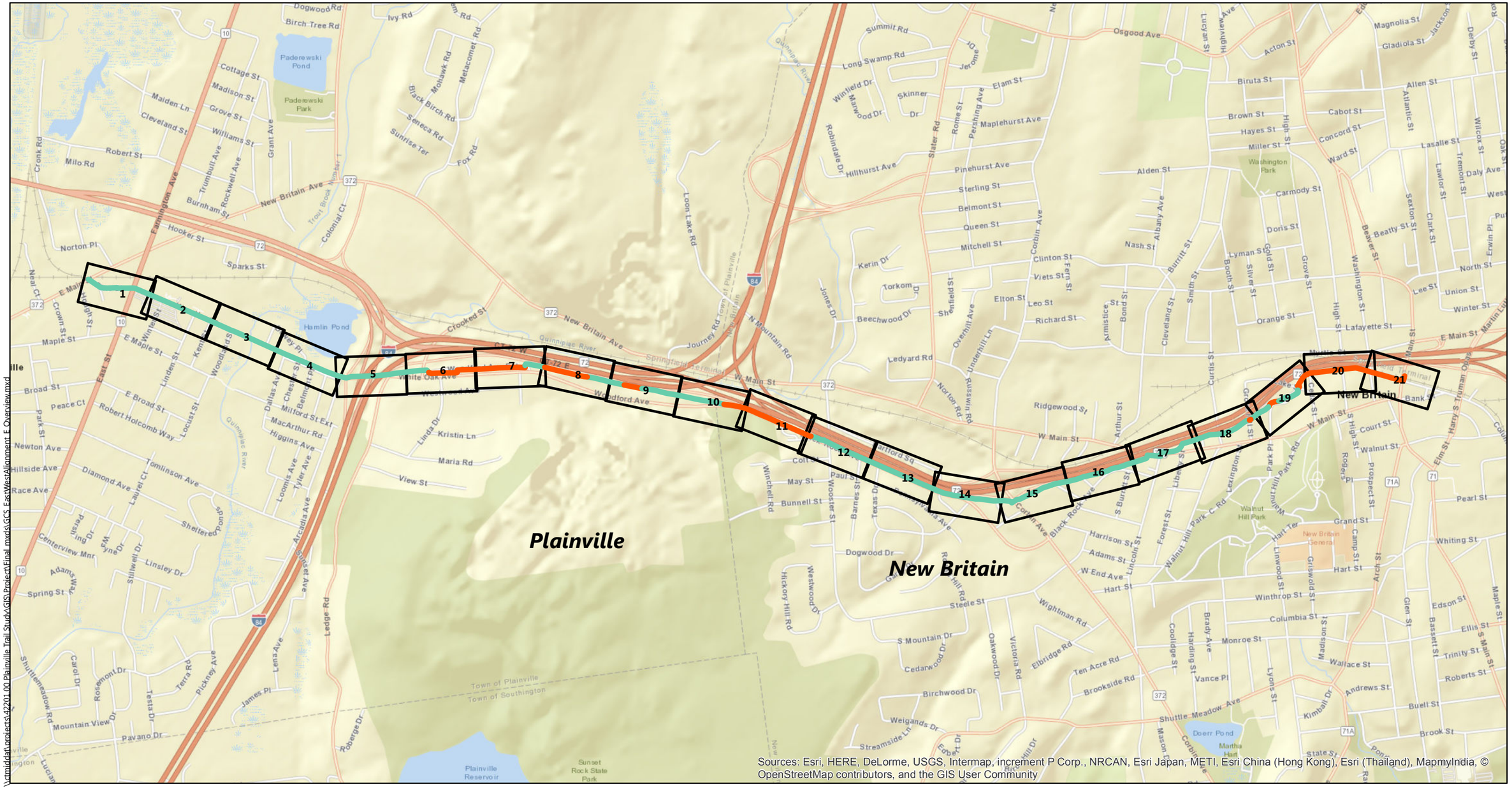
Alignment D - 5.63 Miles

Appendix D: Short List of Alternatives – New Britain

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GAP CLOSURE TRAIL STUDY

vhb June 16 2017



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0 0.125 0.25 0.5 Miles

3.24 Miles On DOT Property

1.25 Miles On Non-DOT Property

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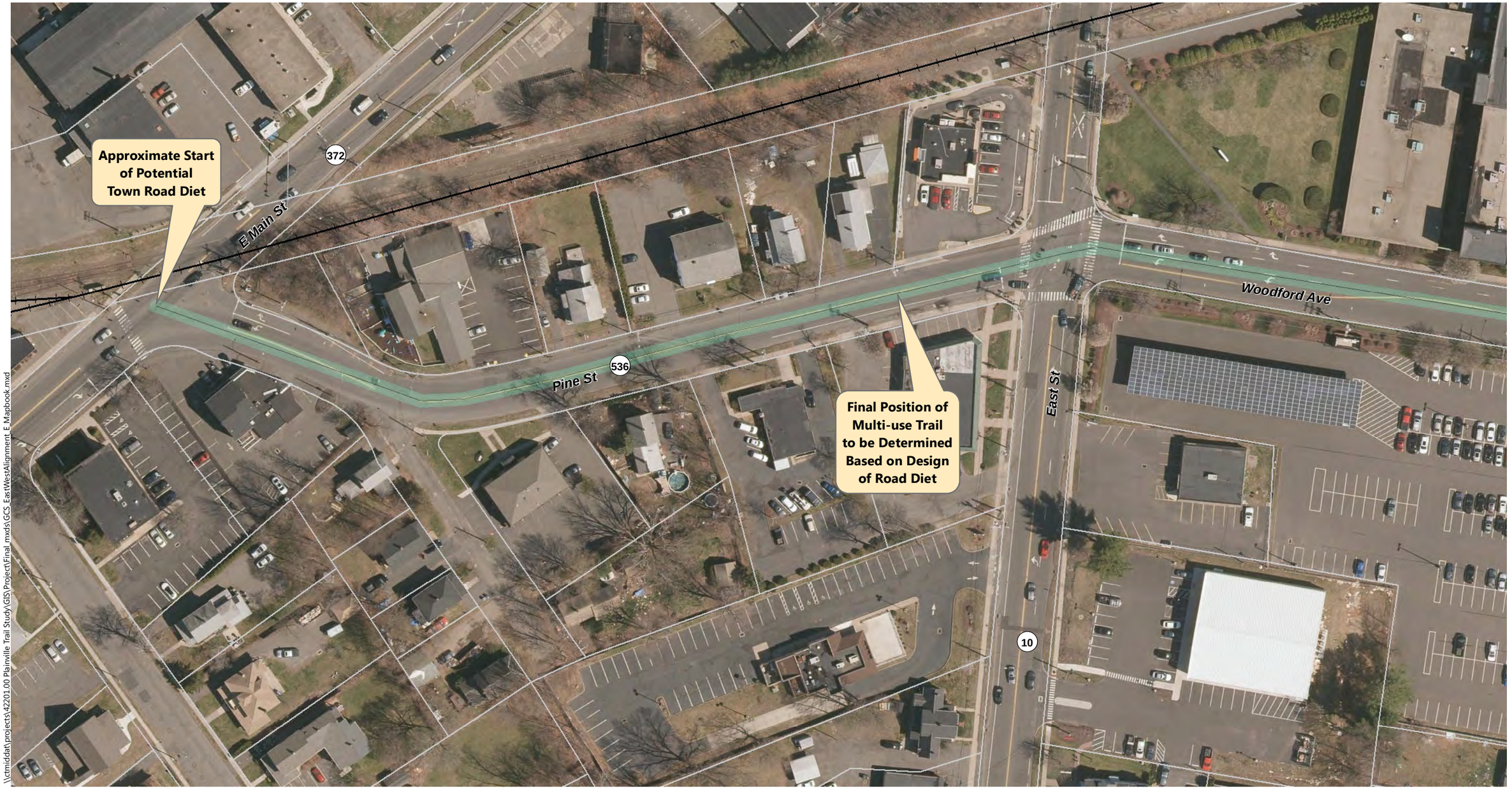
Gap Closure Trail Study | Hartford County, CT

Project Statistics

Alignment E is a proposed:
- 4.49 miles long,
-10-12' wide,
- bituminous,
- 92% off road,
- 72% on DOT property

Alignment E - 4.49 Miles

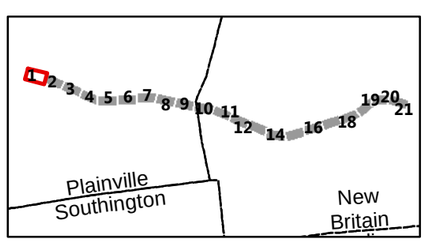
Source Information:
Map and Geographic Information Center - University of Connecticut, US Census Bureau



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0 25 50 100 Feet

- 3.24 miles of 12' bituminous multi-use trail on DOT Property
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- Alignment E
- Existing Bike Lanes - Columbus Blvd
- Town Boundary
- Railroad
- Parcels



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Gap Closure Trail Study | Hartford County, CT

Alignment E - 4.49 Miles

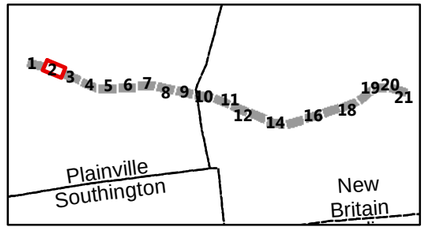
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Gap Closure Trail Study | Hartford County, CT

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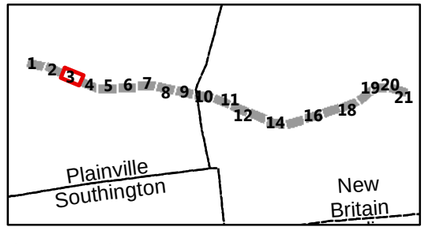
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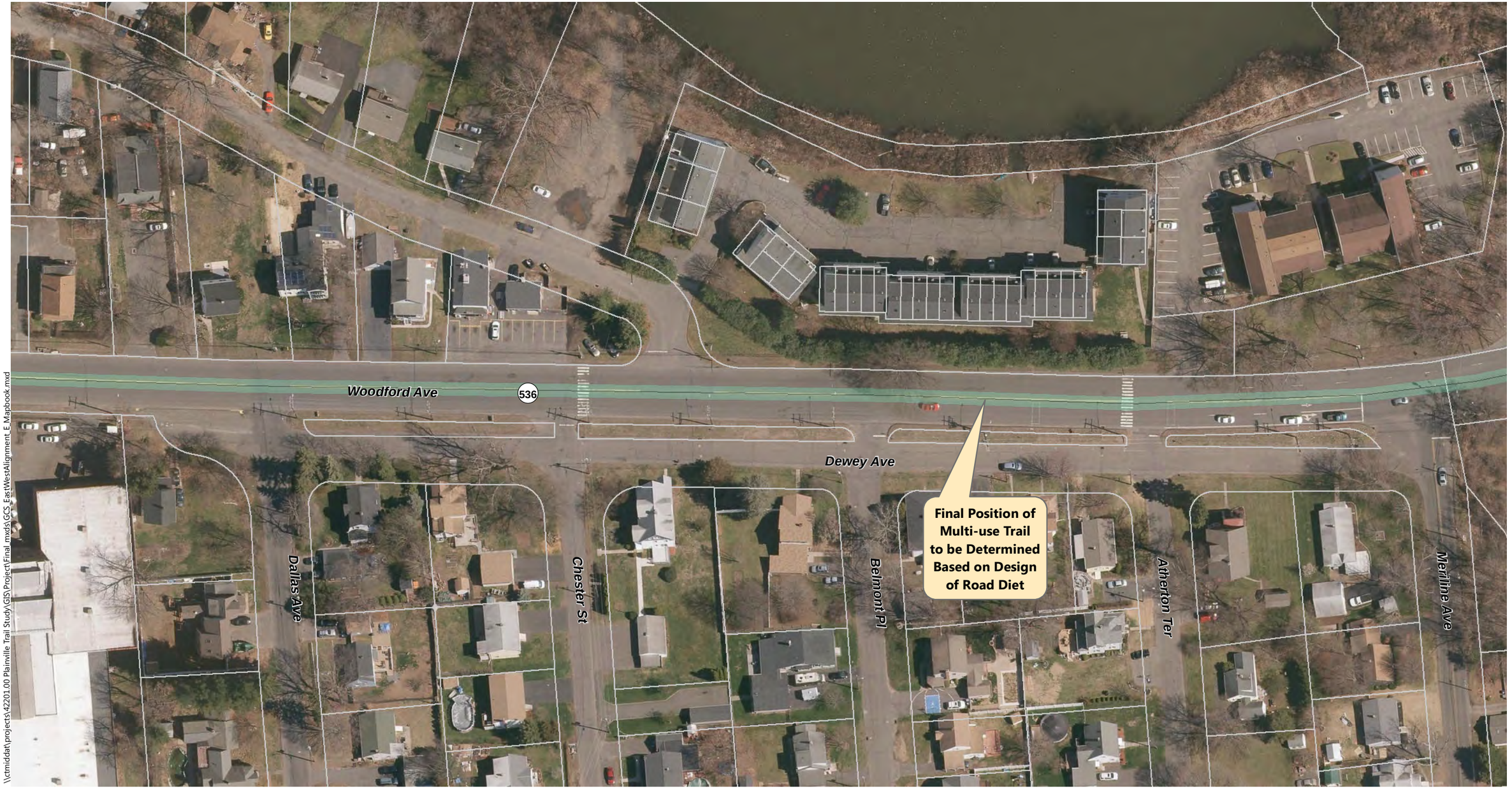


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Gap Closure Trail Study | Hartford County, CT

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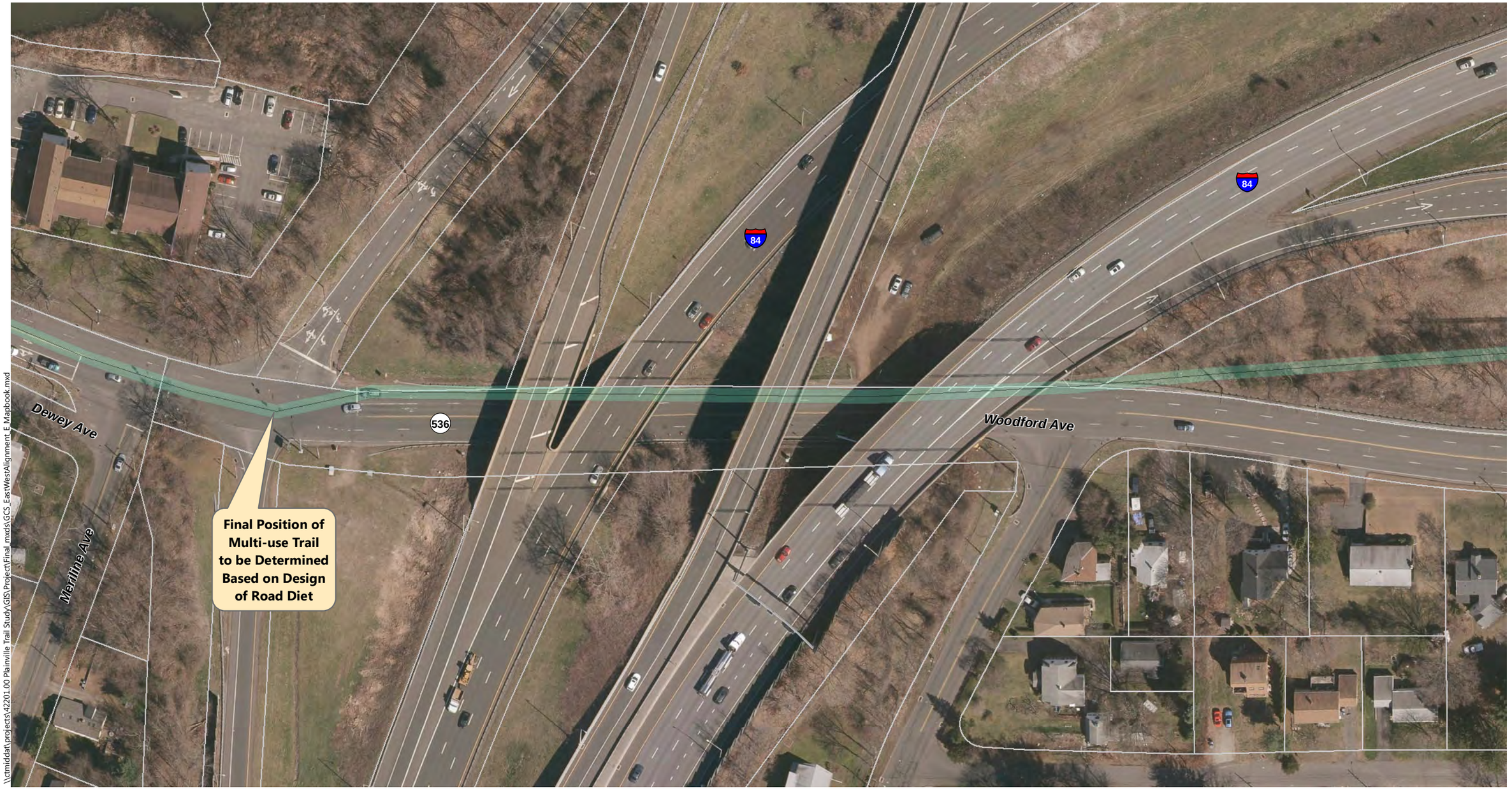


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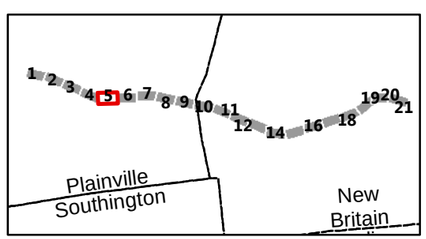
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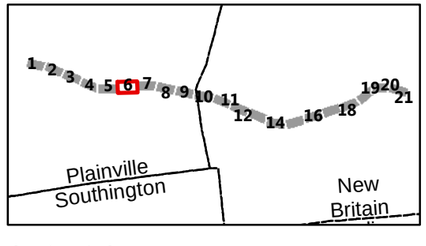
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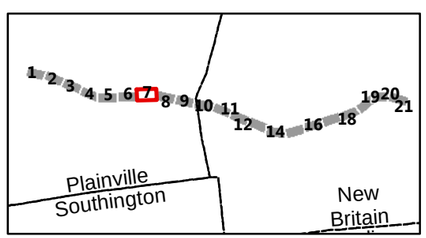
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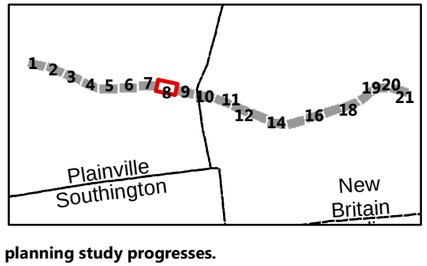
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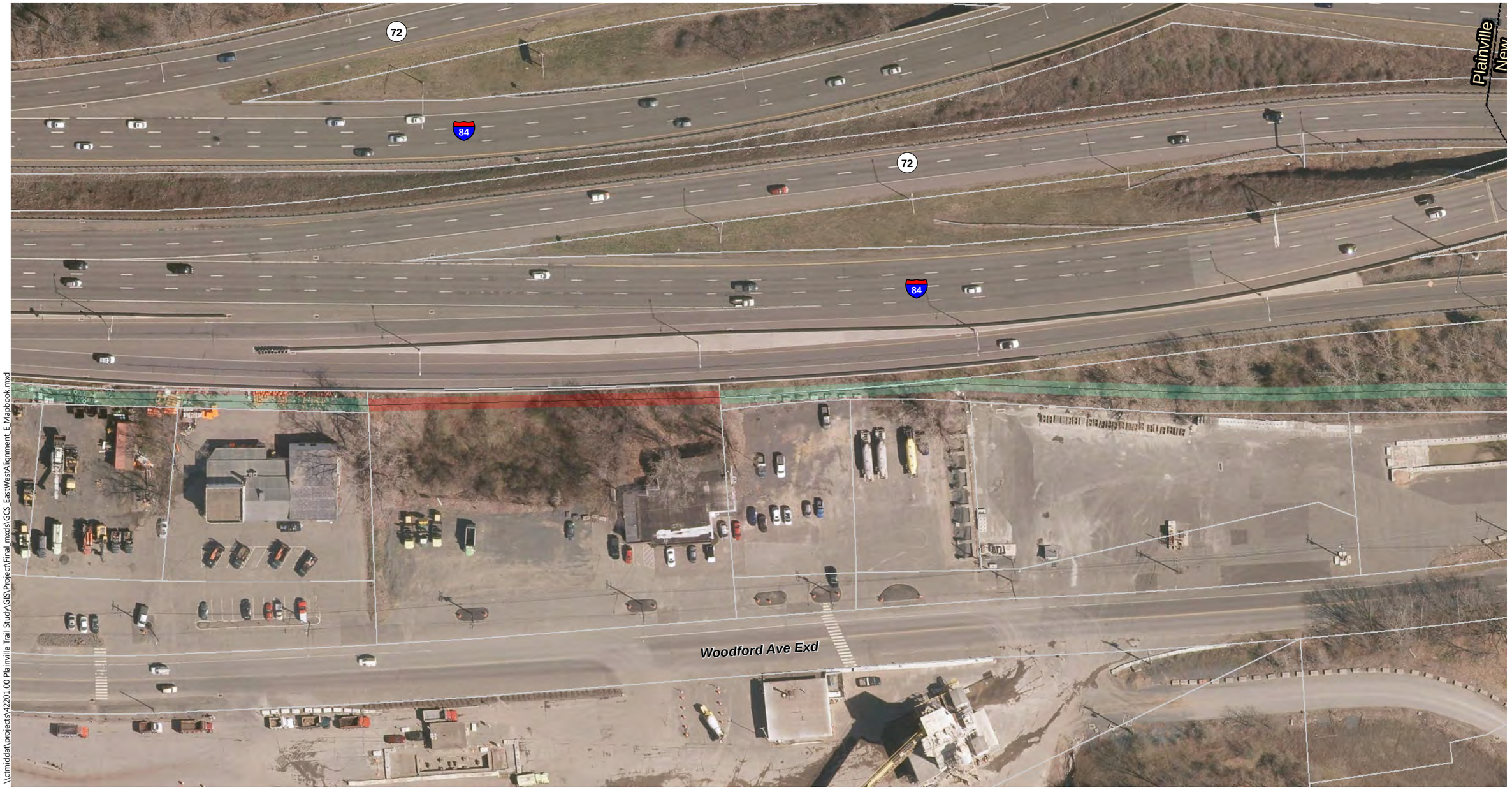


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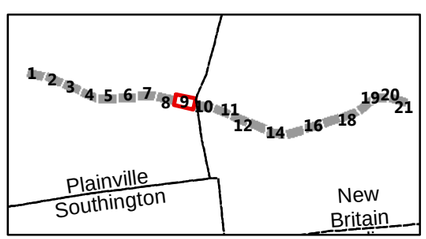
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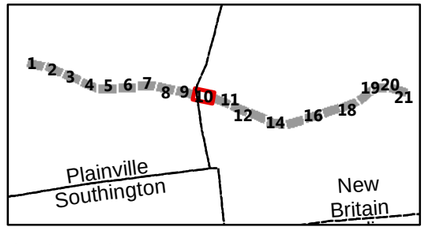
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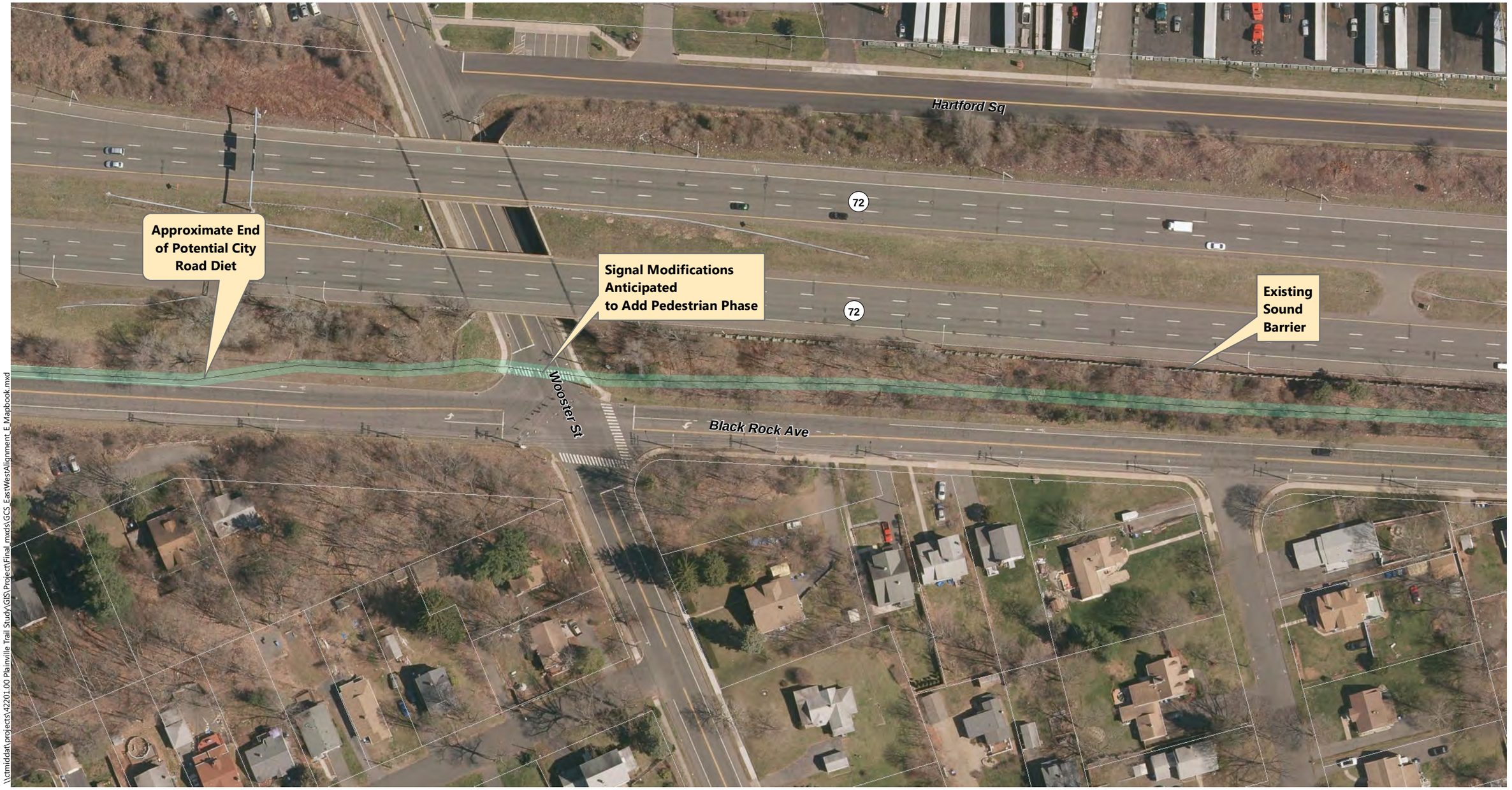


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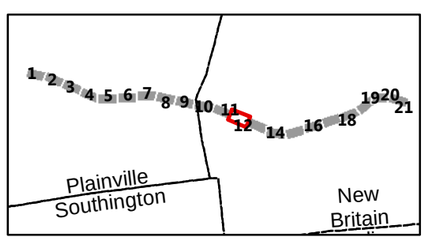
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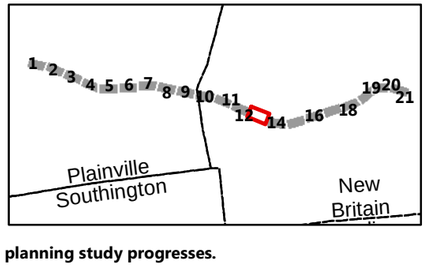
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- 3.24 miles of 12' bituminous multi-use trail on DOT Property
- 1.25 miles of 10-12' bituminous multi-use trail on non DOT Property
- Alignment E
- Existing Bike Lanes - Columbus Blvd
- Town Boundary
- Railroad
- Parcels



Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

Gap Closure Trail Study | Hartford County, CT

Alignment E - 4.49 Miles

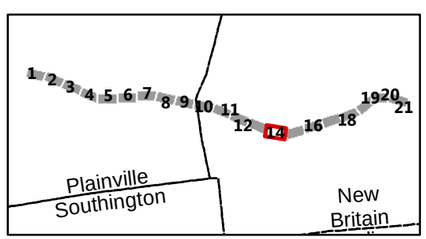
Source Information:
Map and Geographic Information Center - University of Connecticut, US Census Bureau



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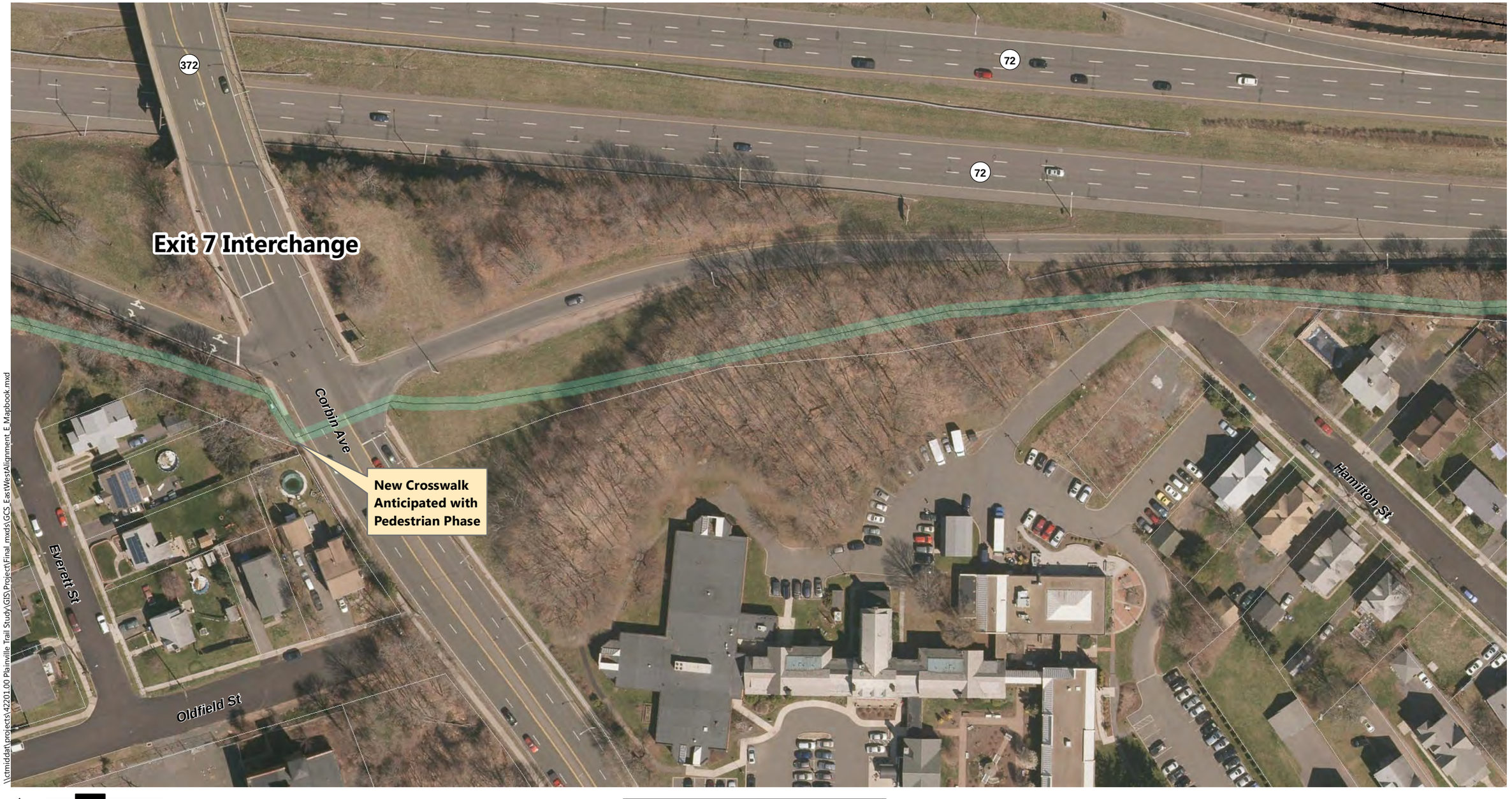


Gap Closure Trail Study | Hartford County, CT

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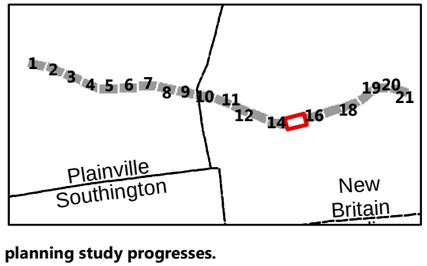
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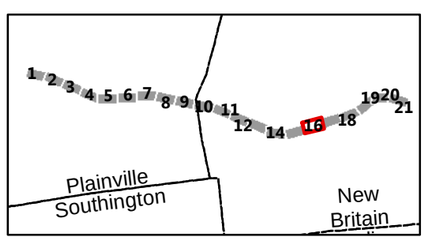
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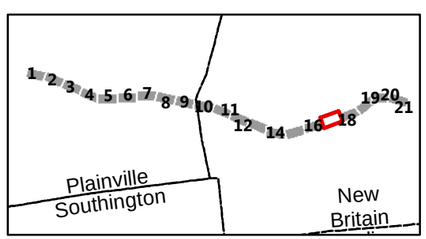
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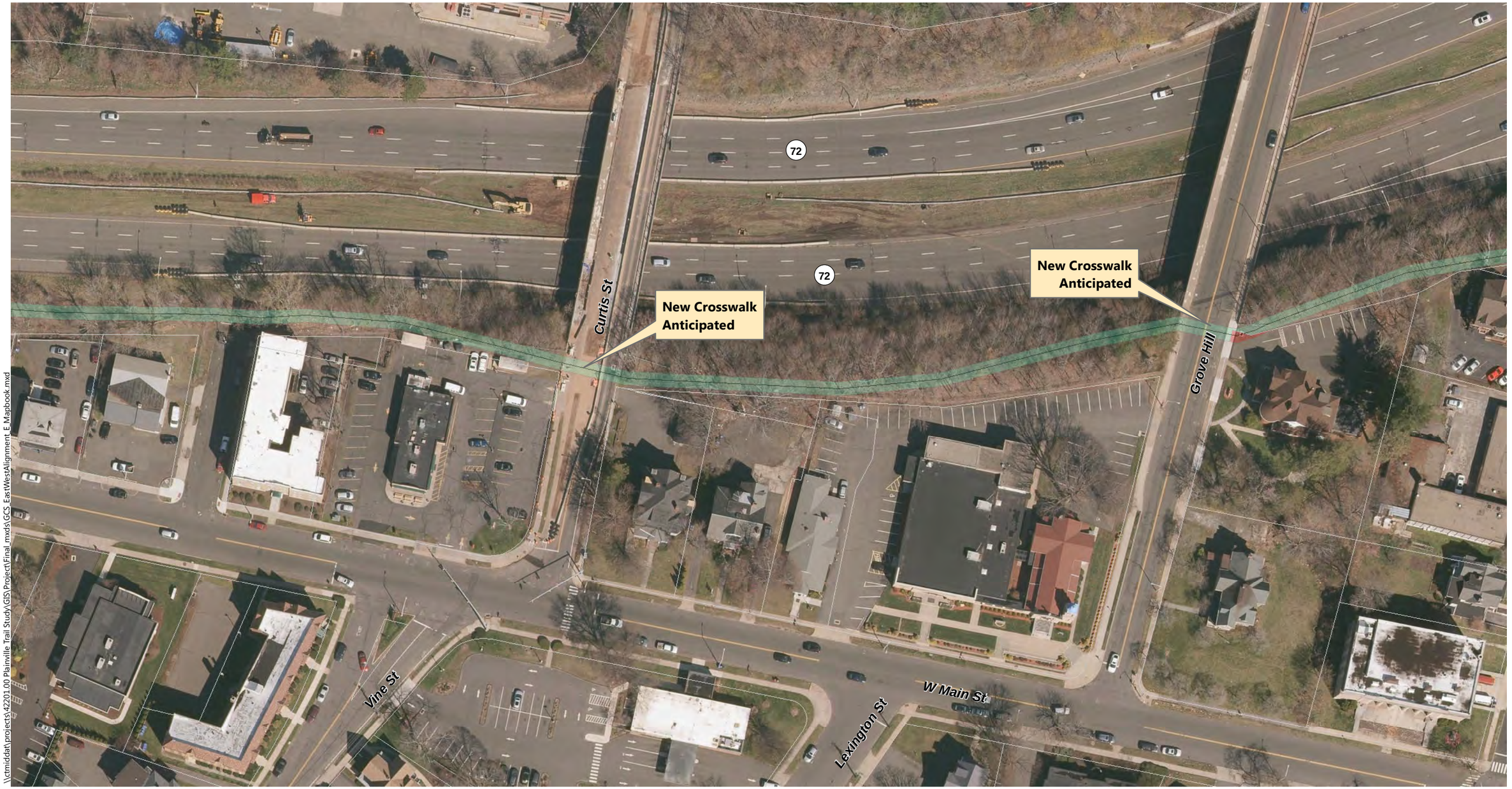


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Gap Closure Trail Study | Hartford County, CT

Alignment E - 4.49 Miles

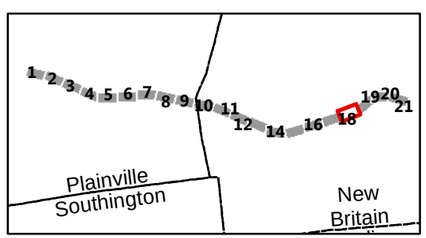
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Gap Closure Trail Study | Hartford County, CT

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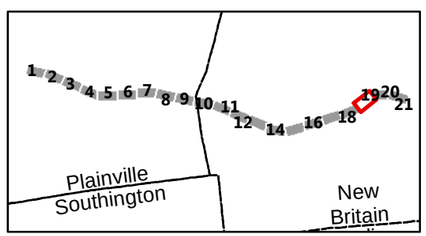
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Gap Closure Trail Study | Hartford County, CT

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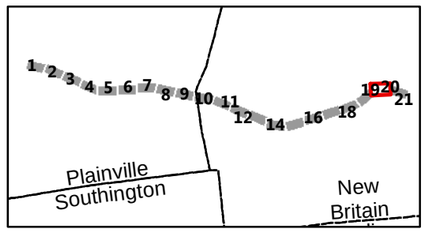


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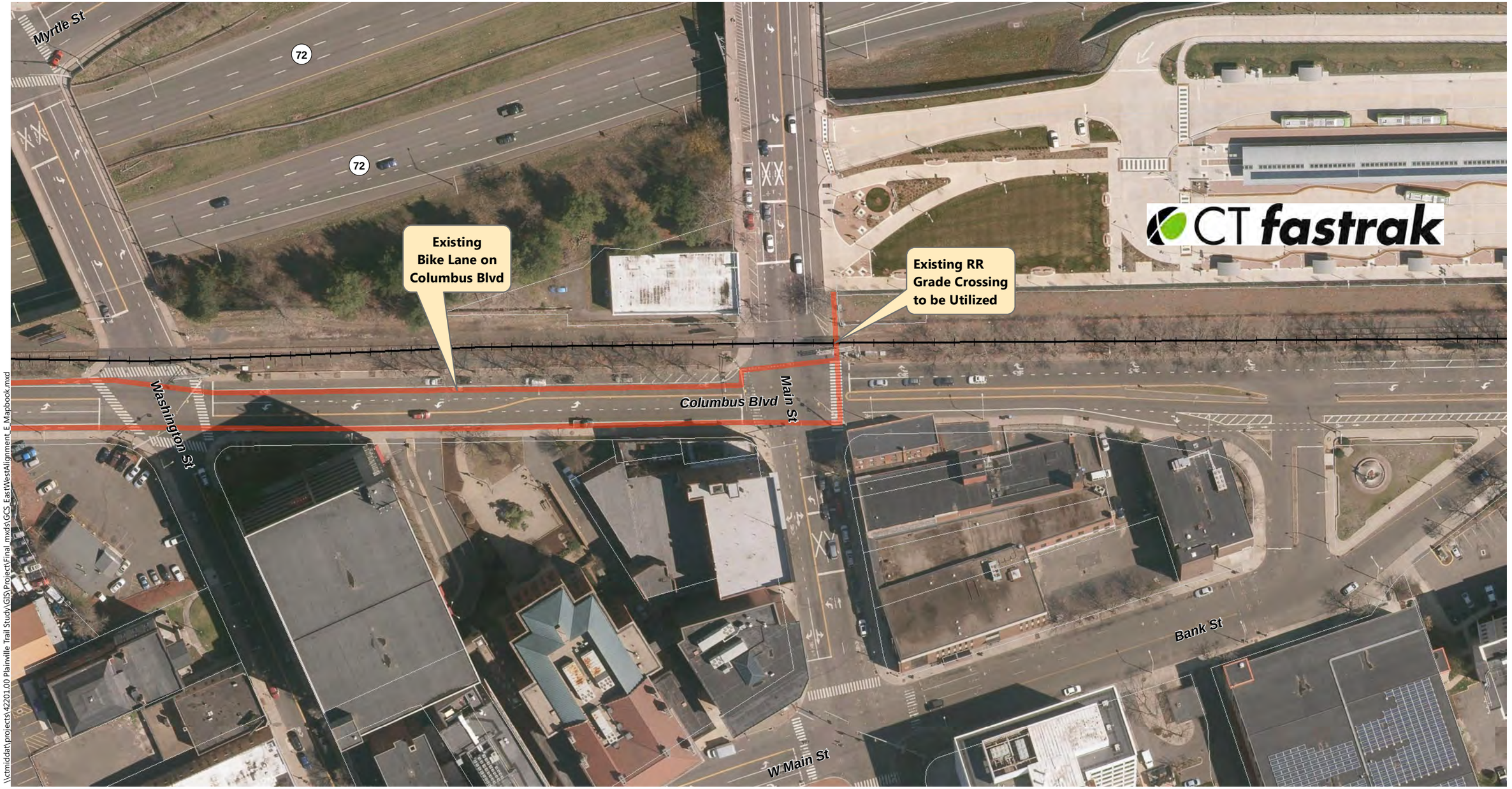


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Gap Closure Trail Study | Hartford County, CT

Alignment E - 4.49 Miles

Source Information:
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0 0.125 0.25 0.5 Miles

Alignment F - 4.4 miles - 25% off-road

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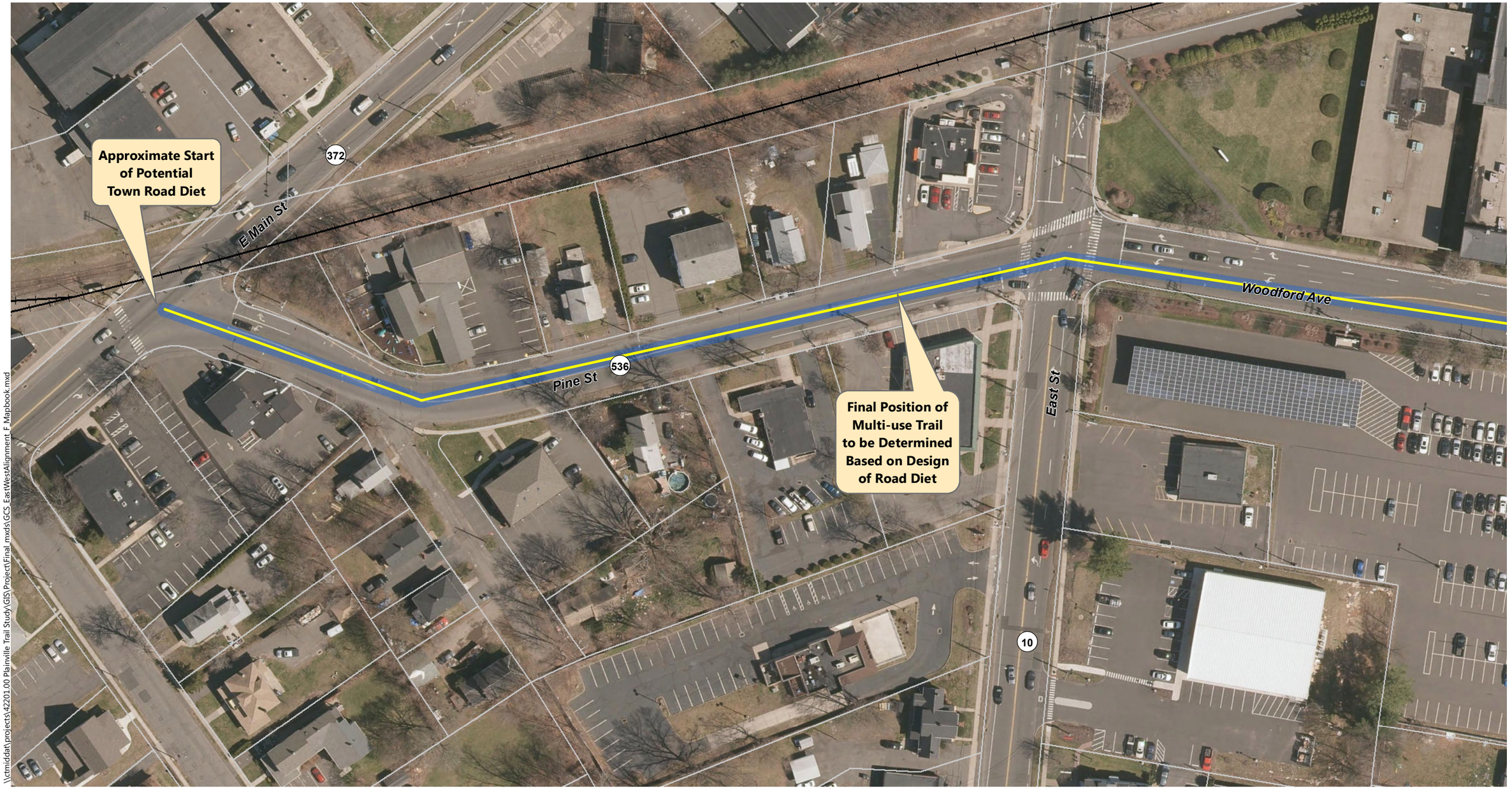
Gap Closure Trail Study | Hartford County, CT

Project Statistics

Alignment F is a proposed:
- 4.4 miles long,
-12' wide,
- bituminous,
- ??% off road,
- 0% on DOT property

Alignment F - 4.4 Miles

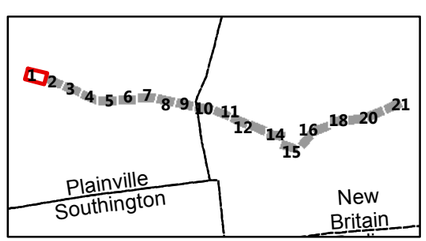
Source Information:
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0 25 50 100 Feet

Alignment F
1.25 miles of 12' bituminous multi-use trail
Town Boundary
Railroad
Parcels



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Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

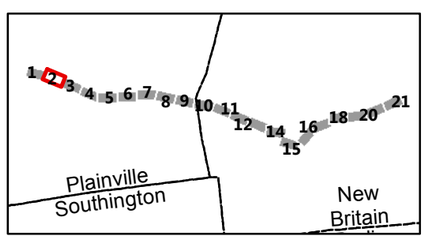
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Alignment F
1.25 miles of 12' bituminous multi-use trail
Town Boundary
Railroad
Parcels



Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

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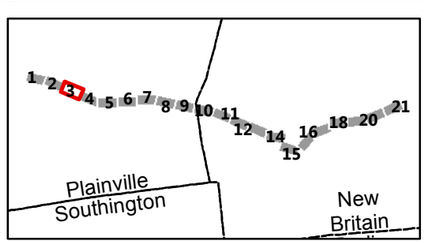
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Alignment F
1.25 miles of 12' bituminous multi-use trail
Town Boundary
Railroad
Parcels

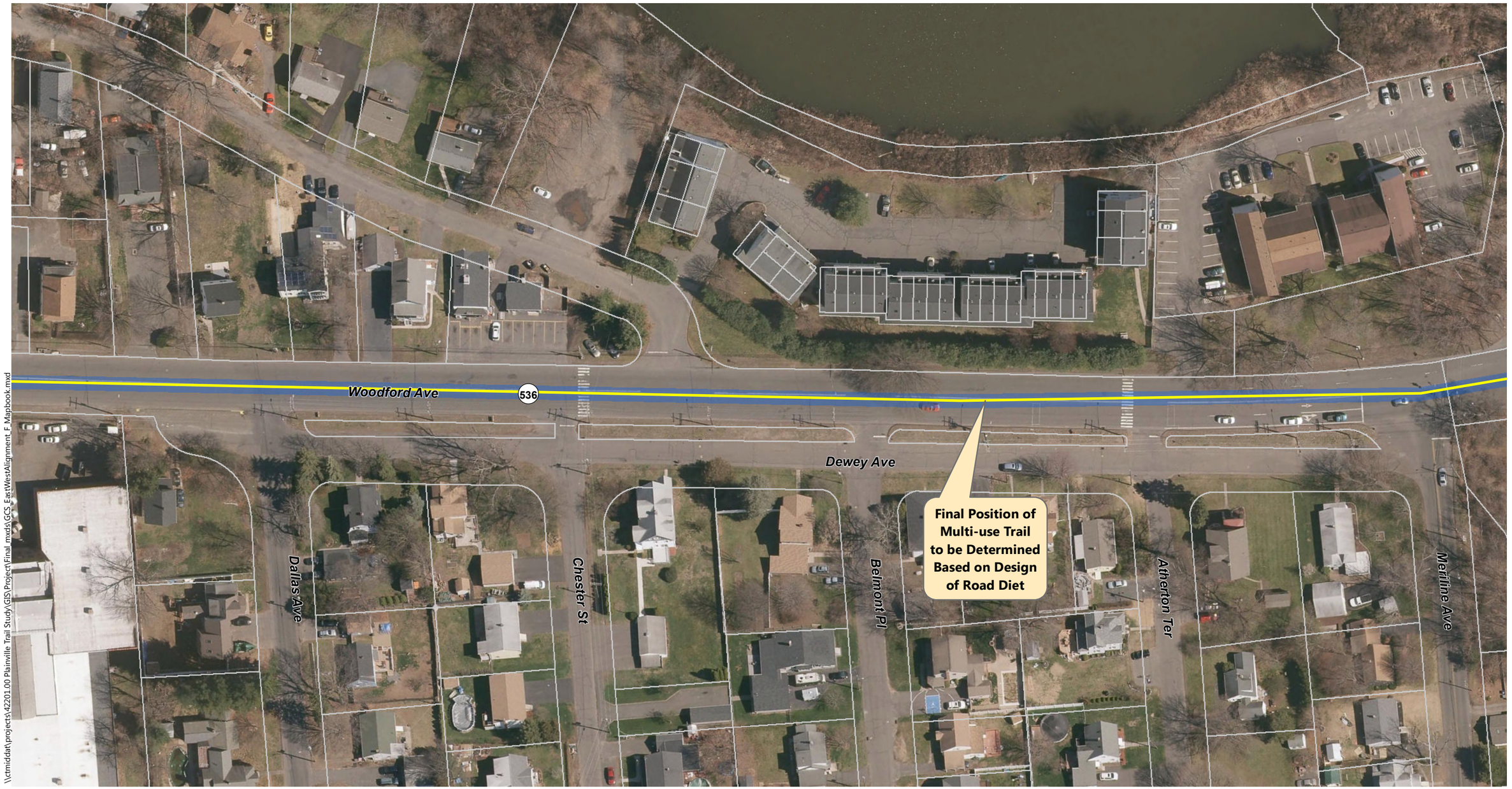


Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

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Town Boundary
Railroad
Parcels

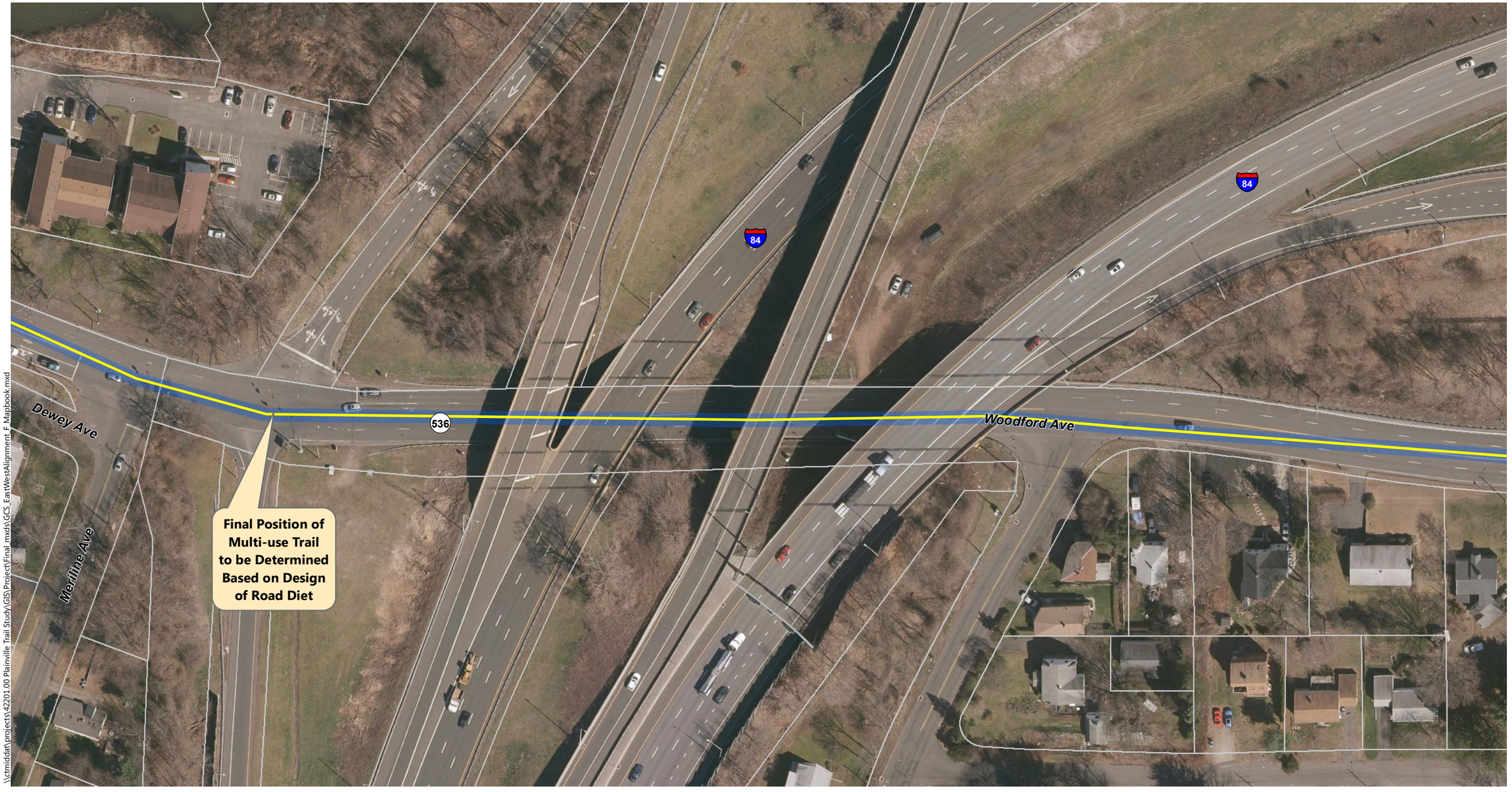


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Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

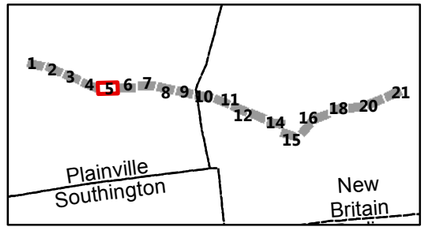
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Alignment F
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Town Boundary
Railroad
Parcels

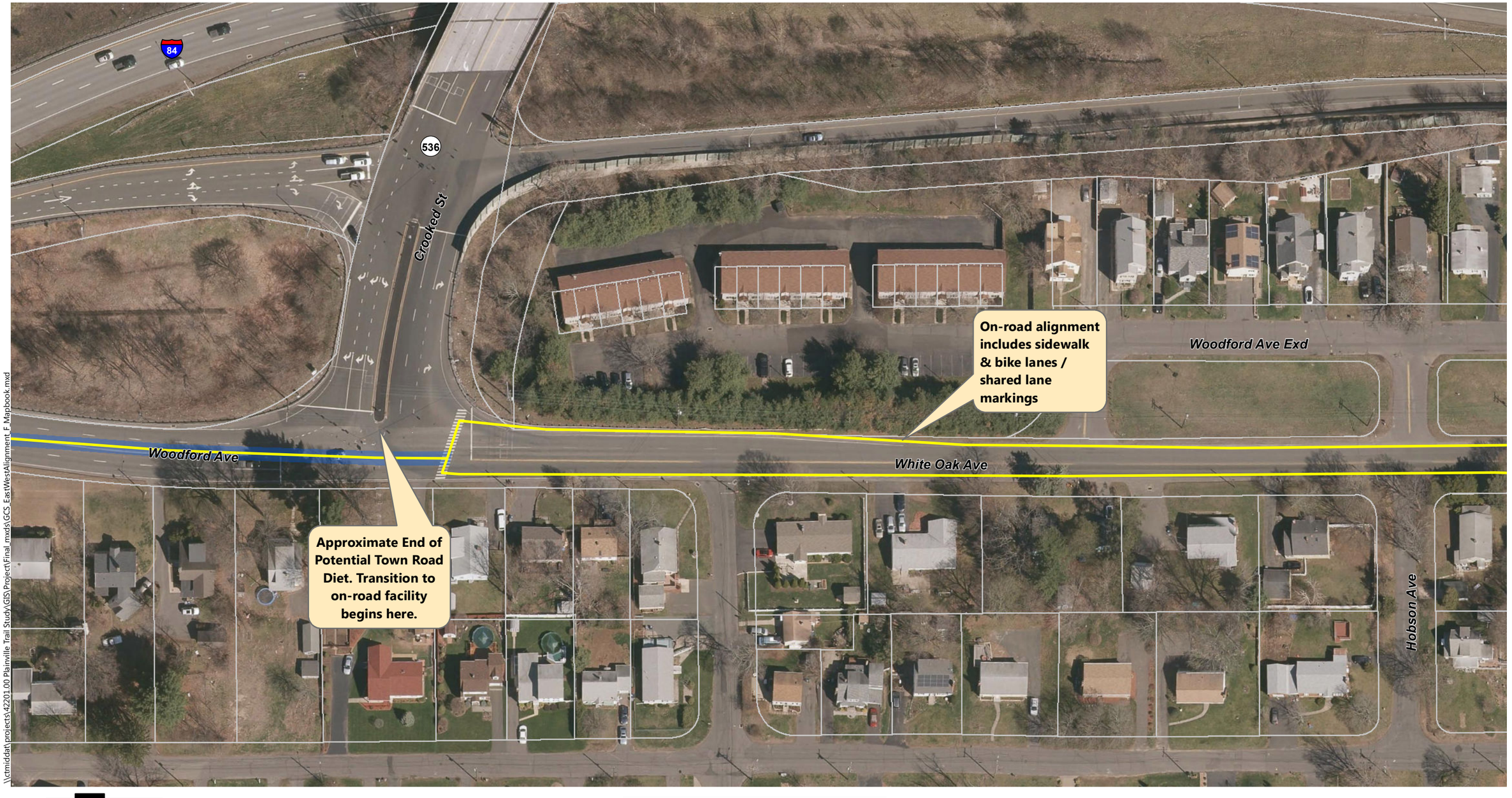


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Gap Closure Trail Study | Hartford County, CT

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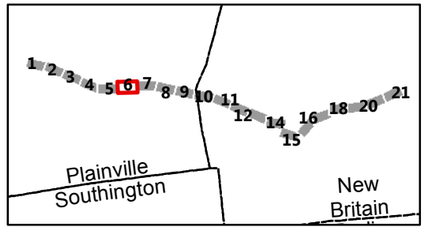


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Alignment F

Town Boundary
Railroad
Parcels

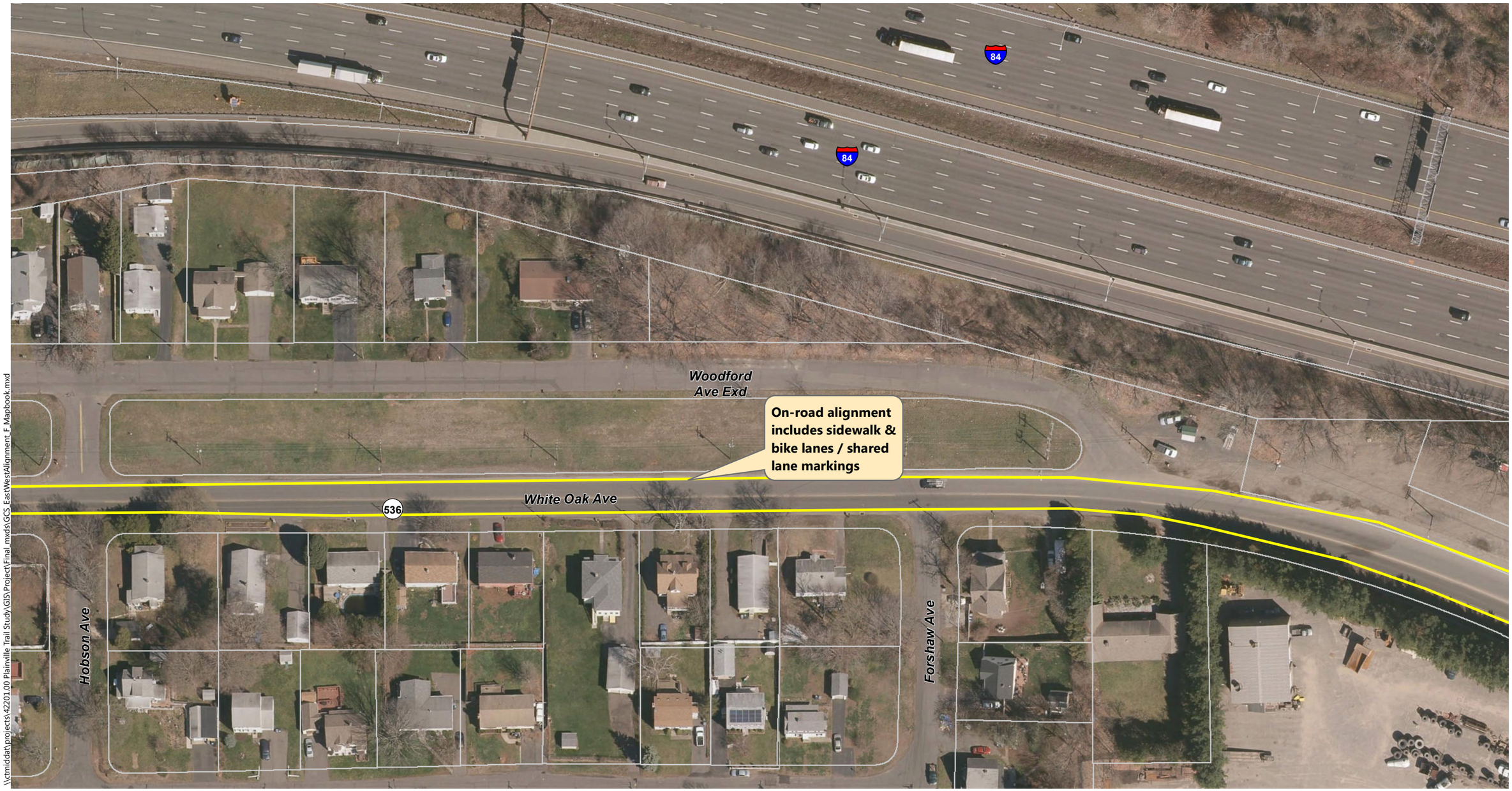


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Gap Closure Trail Study | Hartford County, CT

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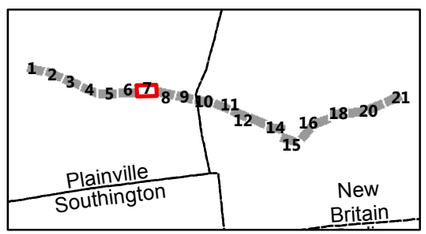


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Alignment F

Town Boundary
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Gap Closure Trail Study | Hartford County, CT

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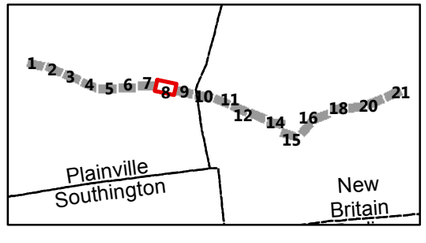


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Alignment F

Town Boundary
Railroad
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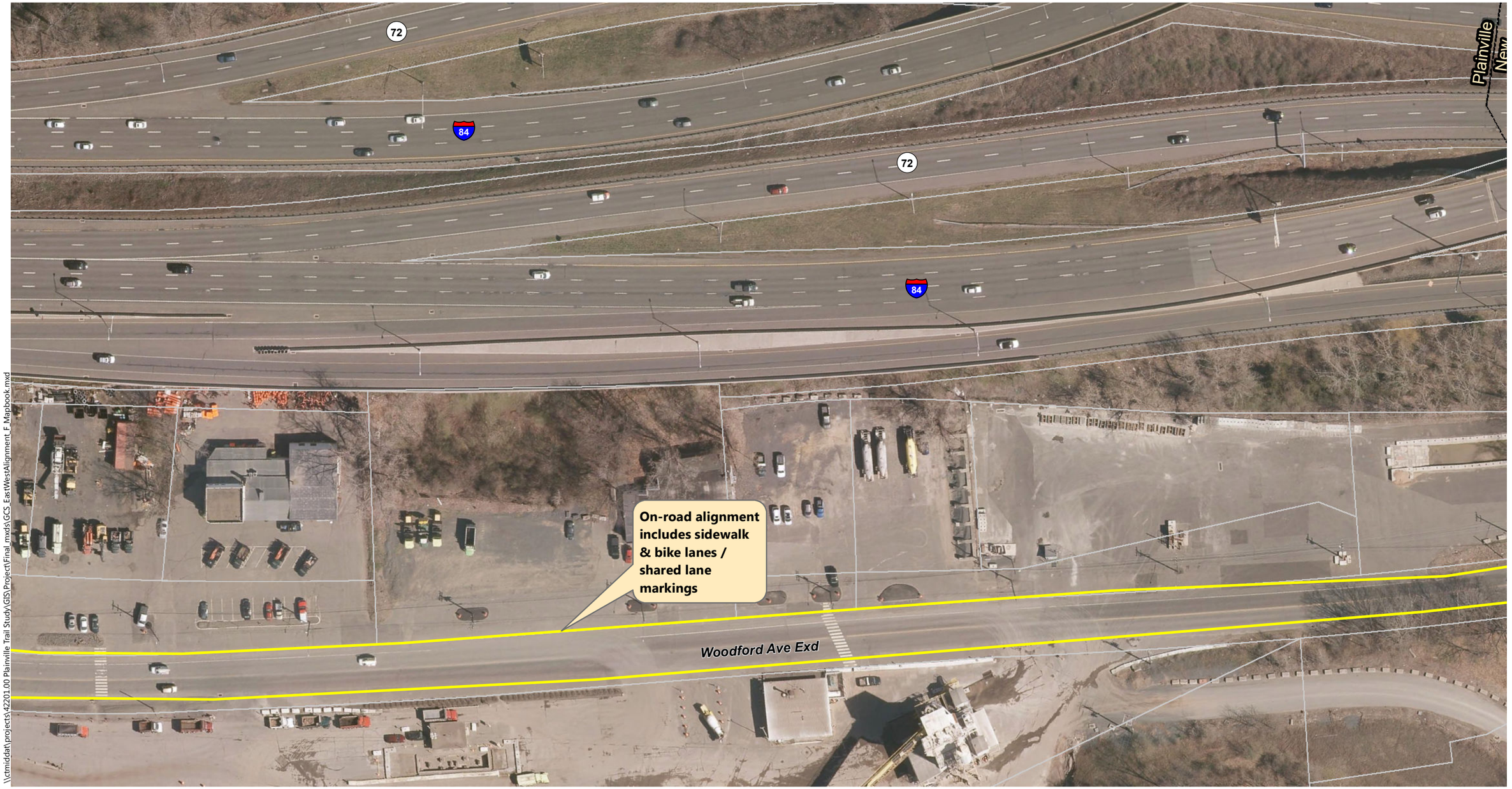


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Gap Closure Trail Study | Hartford County, CT

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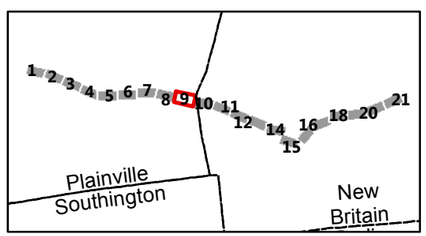


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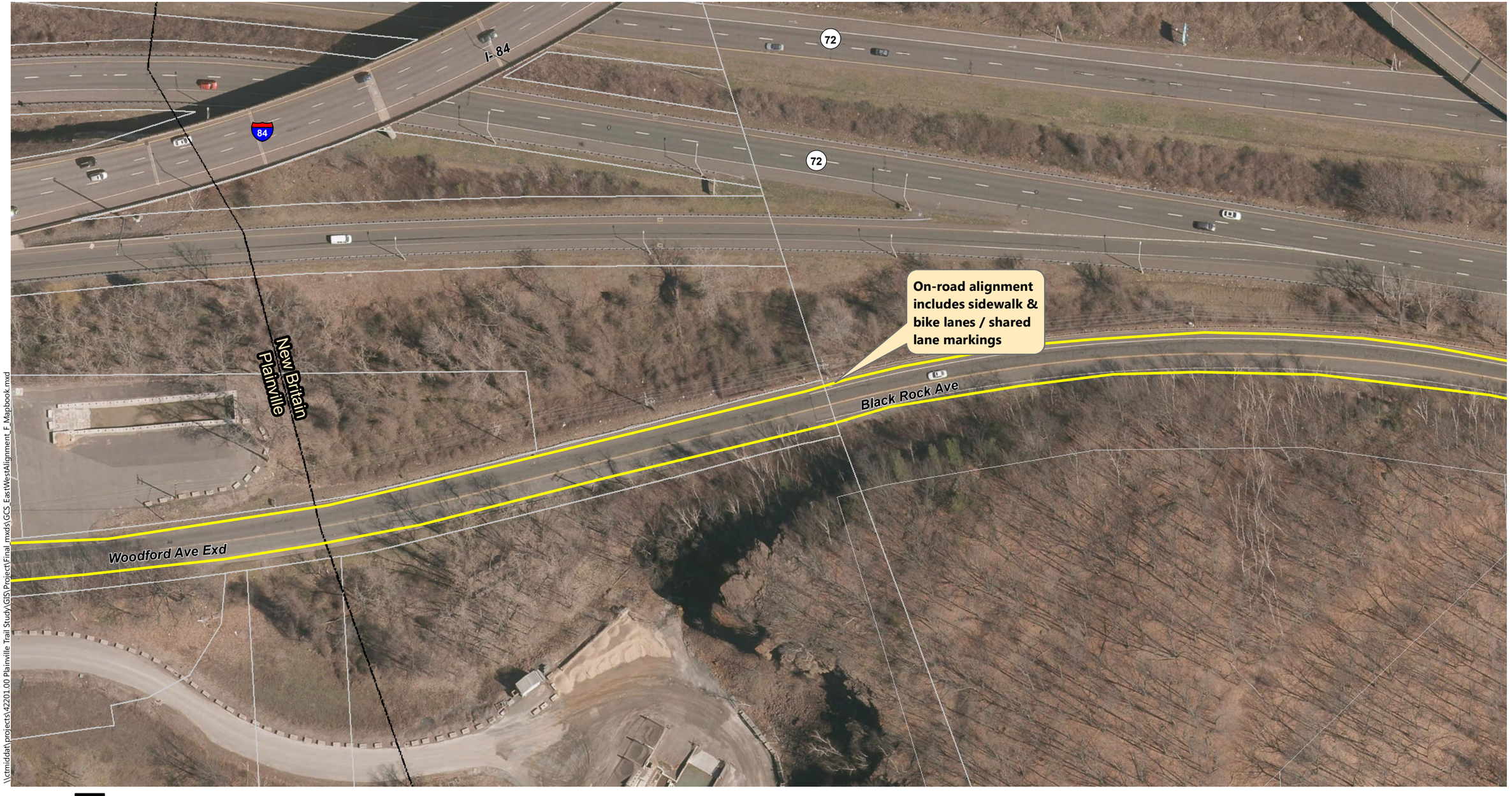


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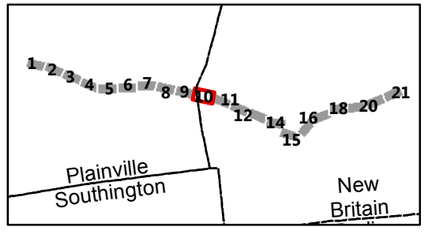


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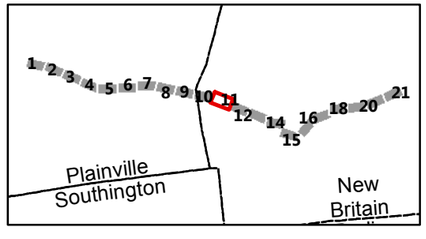


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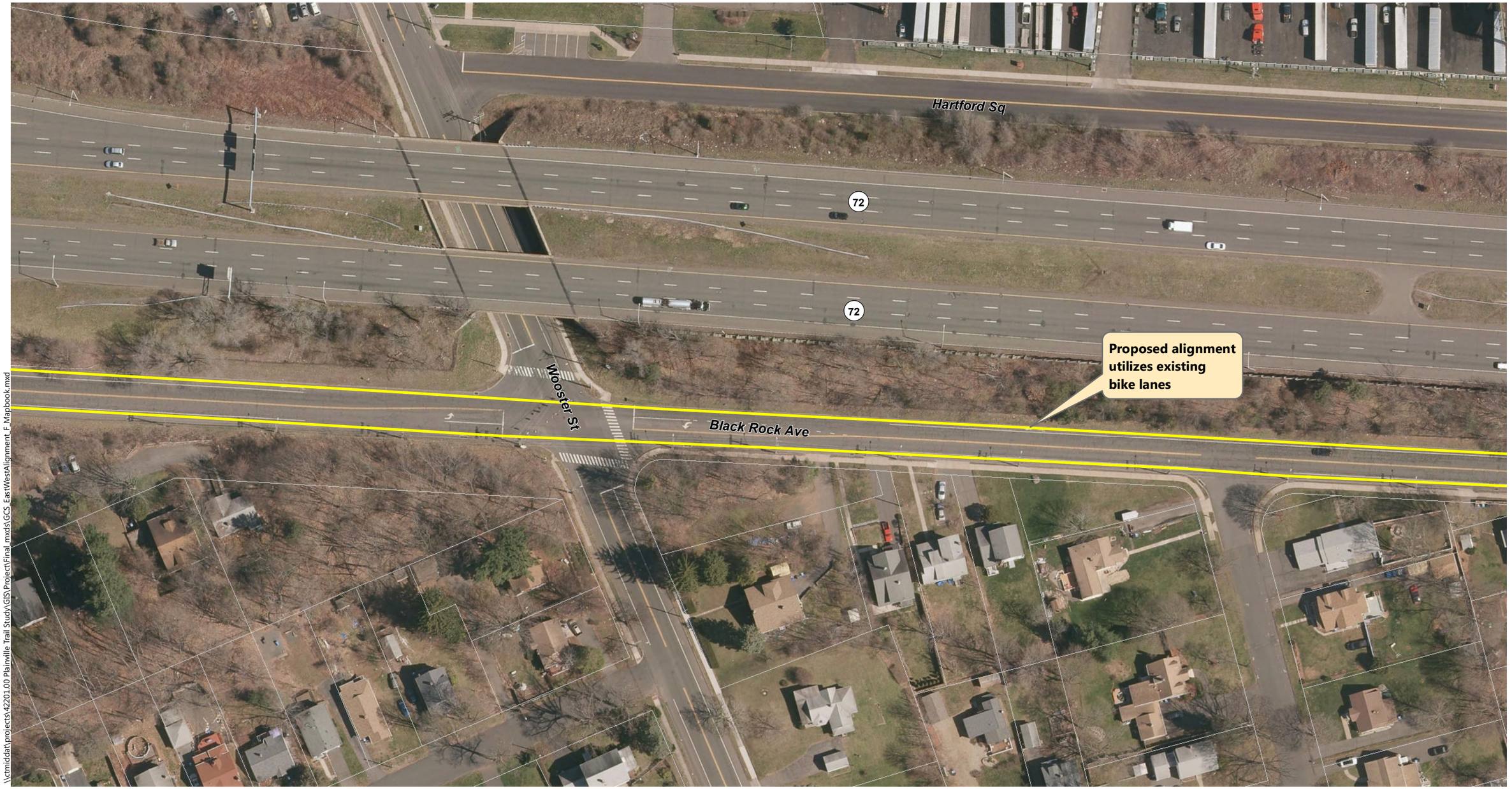


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Gap Closure Trail Study | Hartford County, CT

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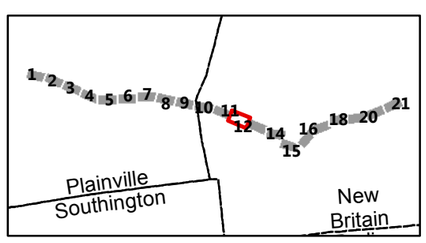


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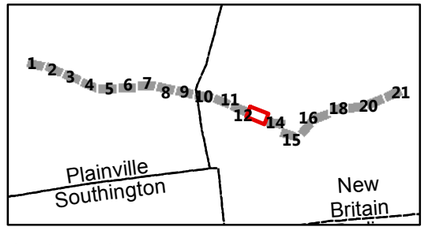


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Alignment F

Town Boundary
Railroad
Parcels

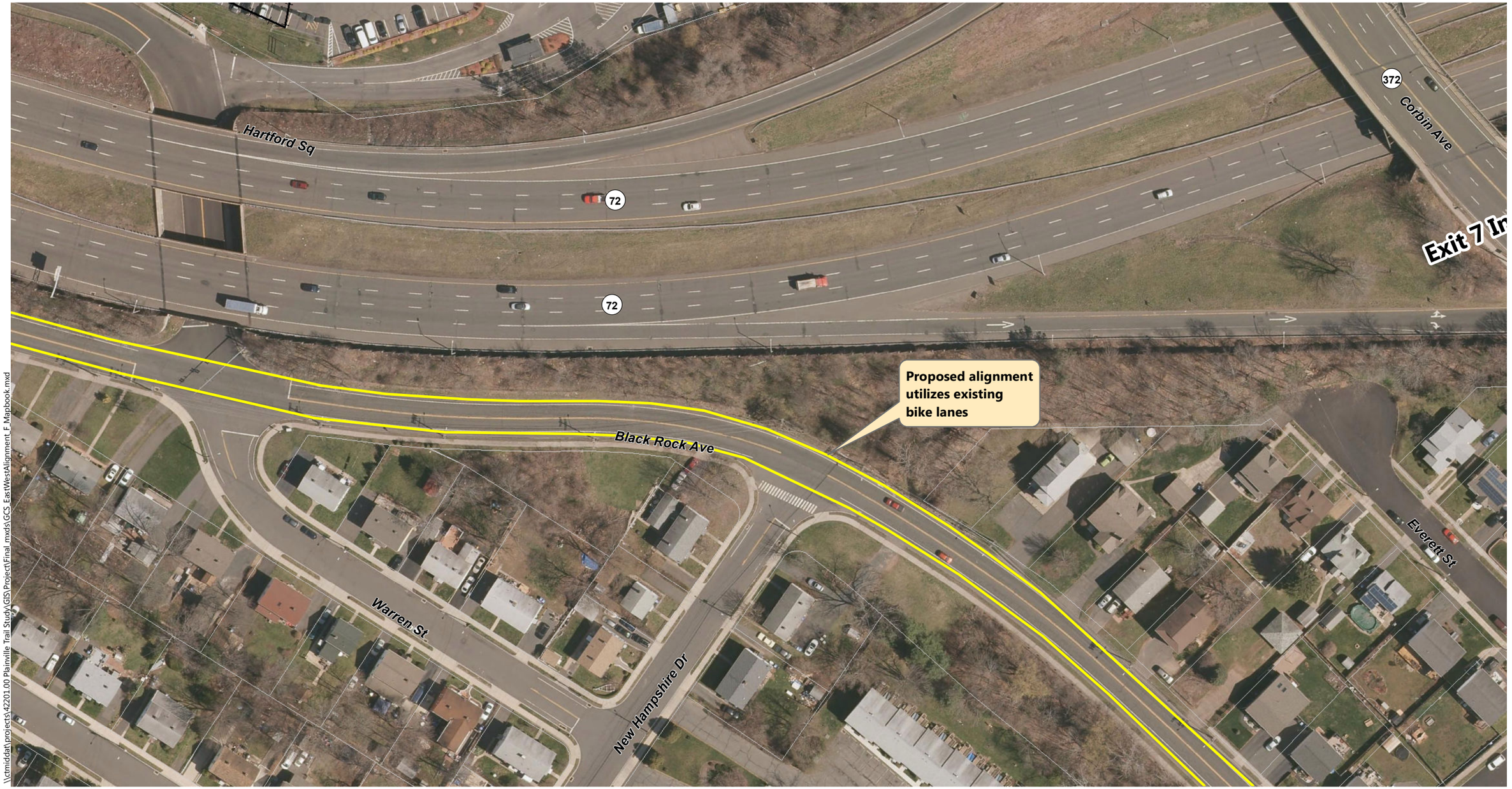


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Map and Geographic Information Center - University of Connecticut, US Census Bureau

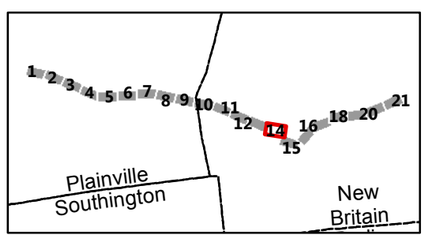


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0 25 50 100 Feet

Alignment F

Town Boundary
Railroad
Parcels



Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

Source Information:
Map and Geographic Information Center - University of Connecticut, US Census Bureau

Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

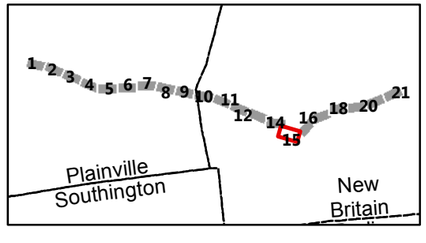


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Alignment F

Town Boundary
Railroad
Parcels

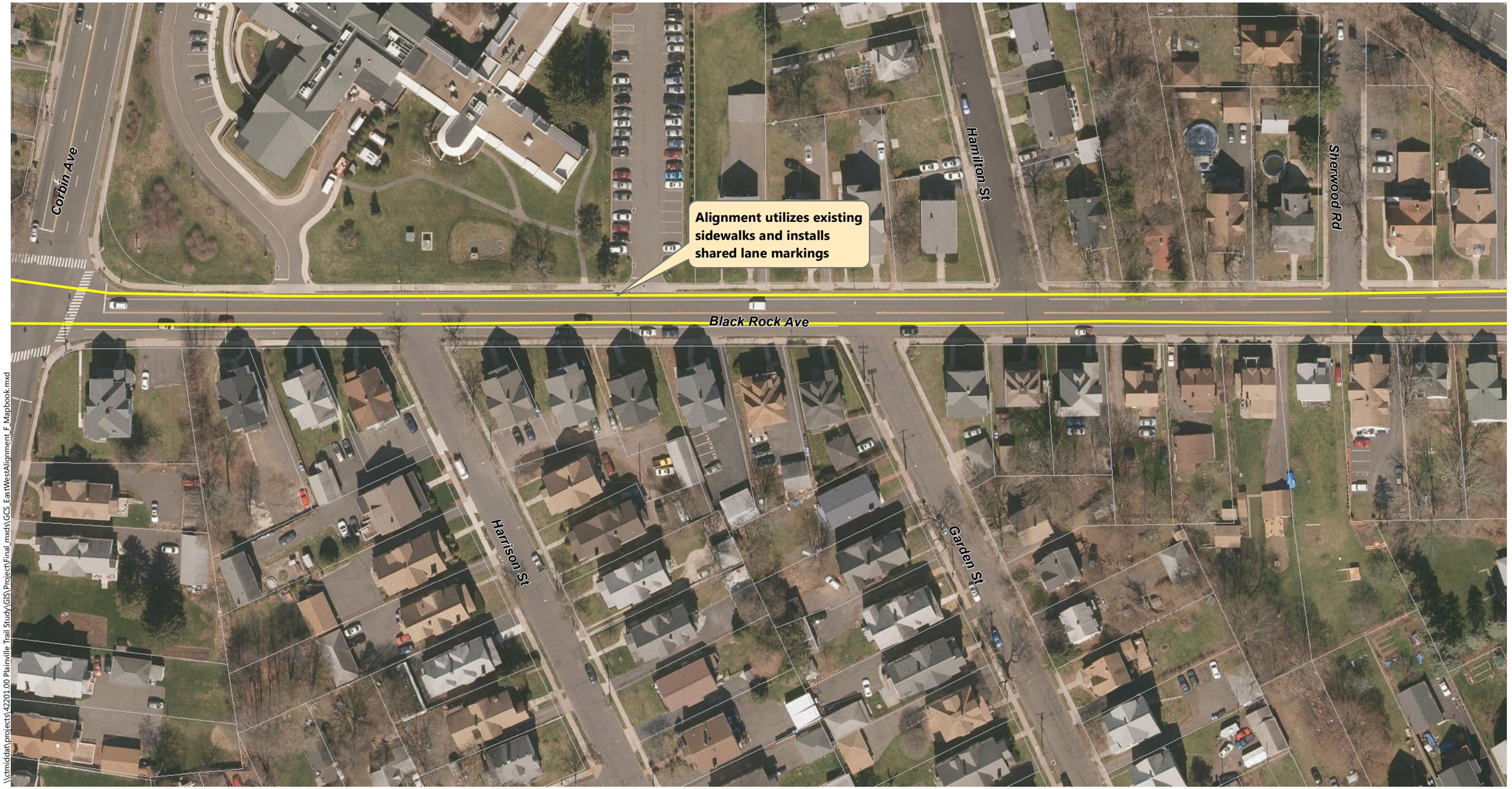


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Gap Closure Trail Study | Hartford County, CT

Alignment F - 4.4 Miles

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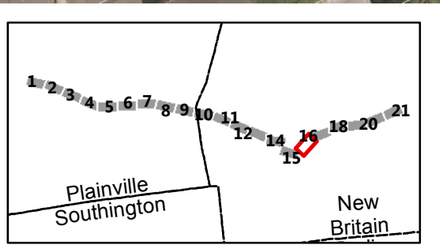


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Alignment F

Town Boundary
Railroad
Parcels

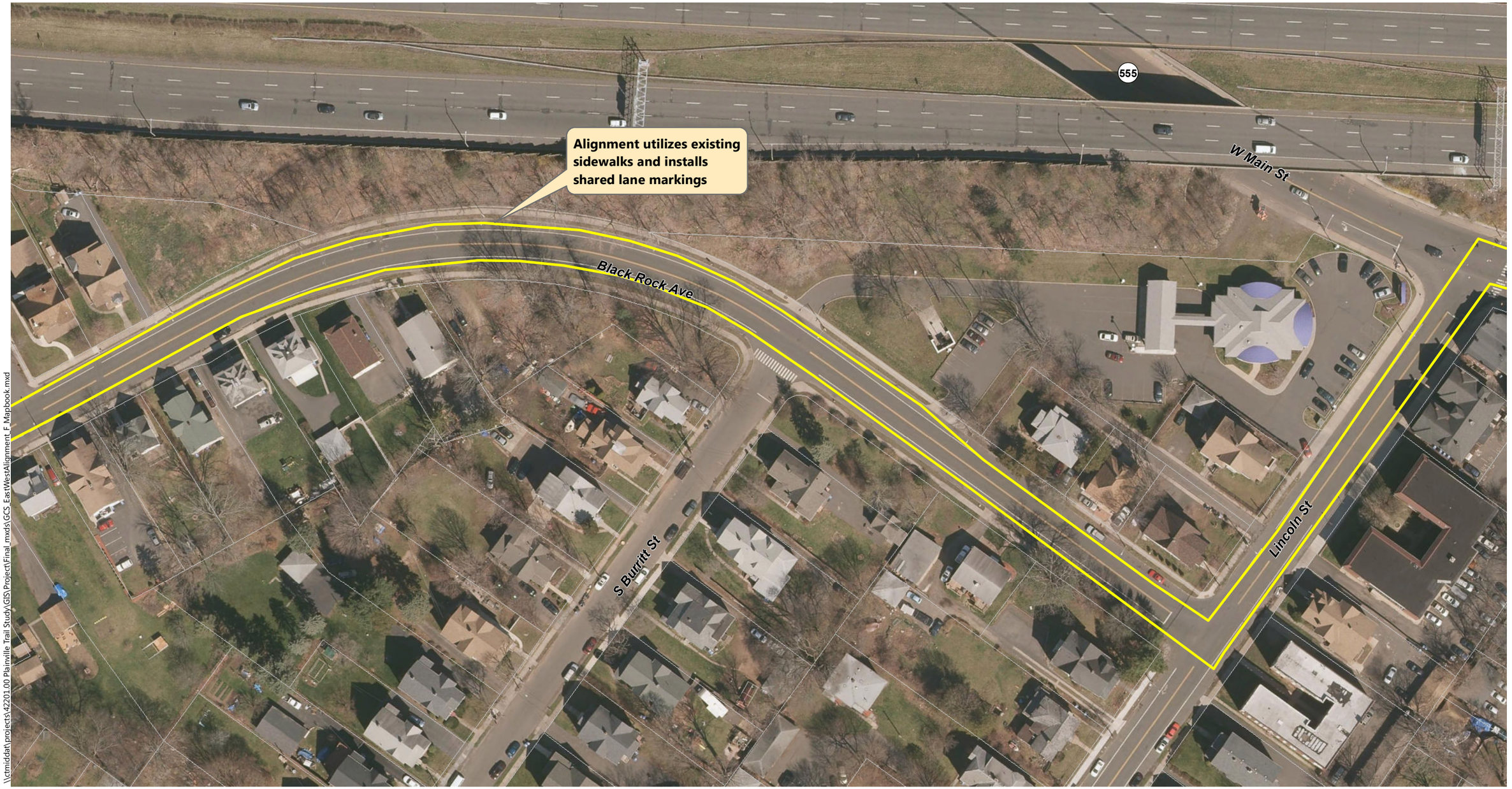


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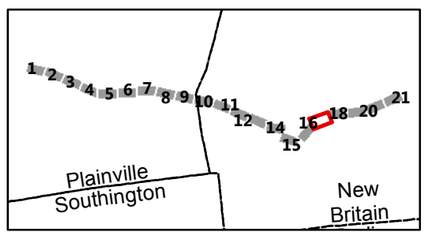


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Alignment F

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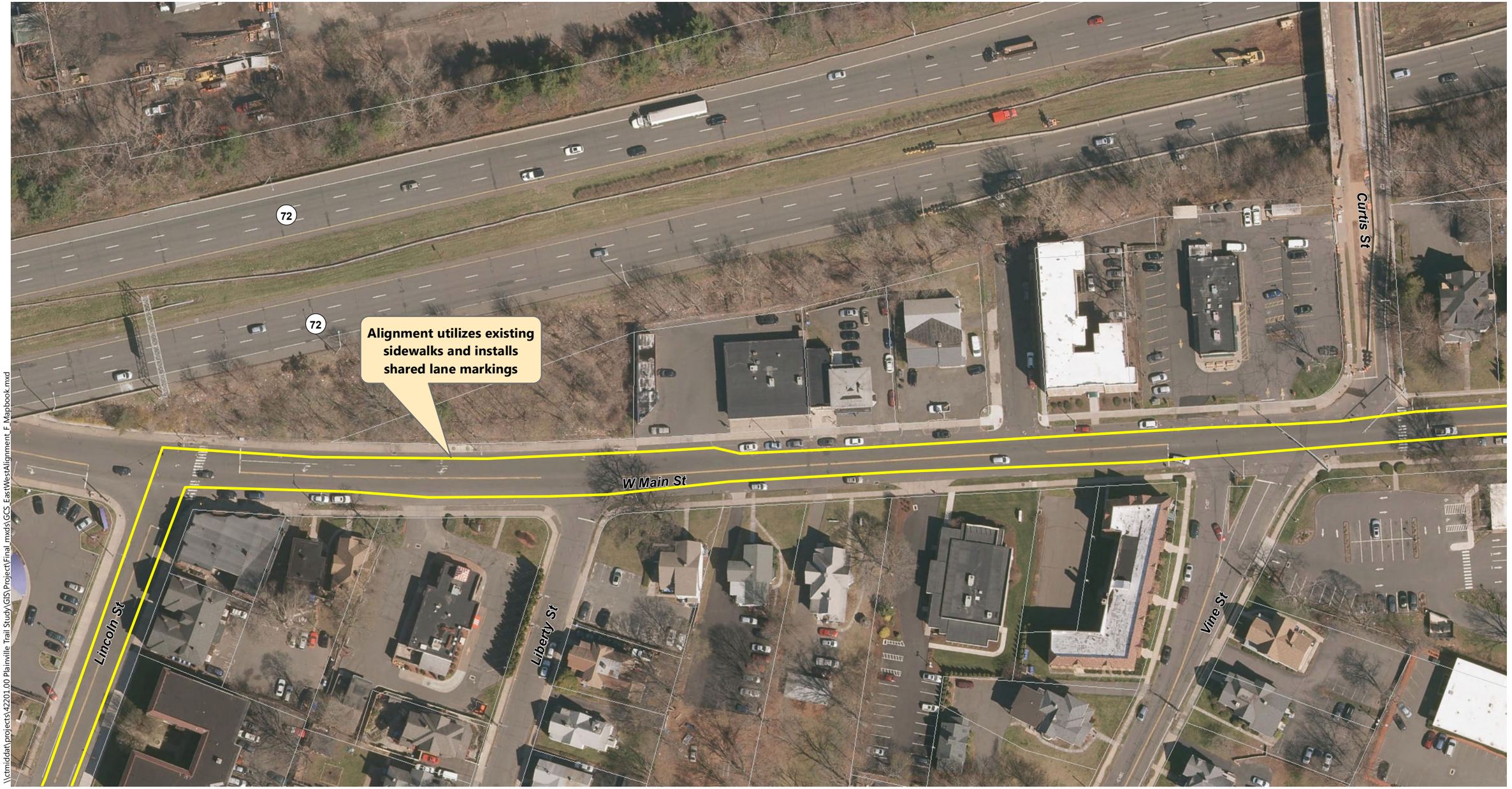


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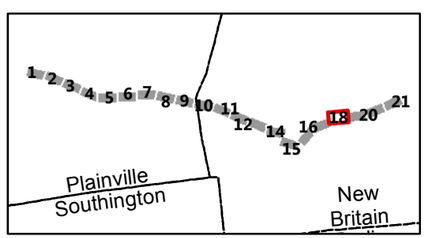


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Alignment F

Town Boundary
Railroad
Parcels

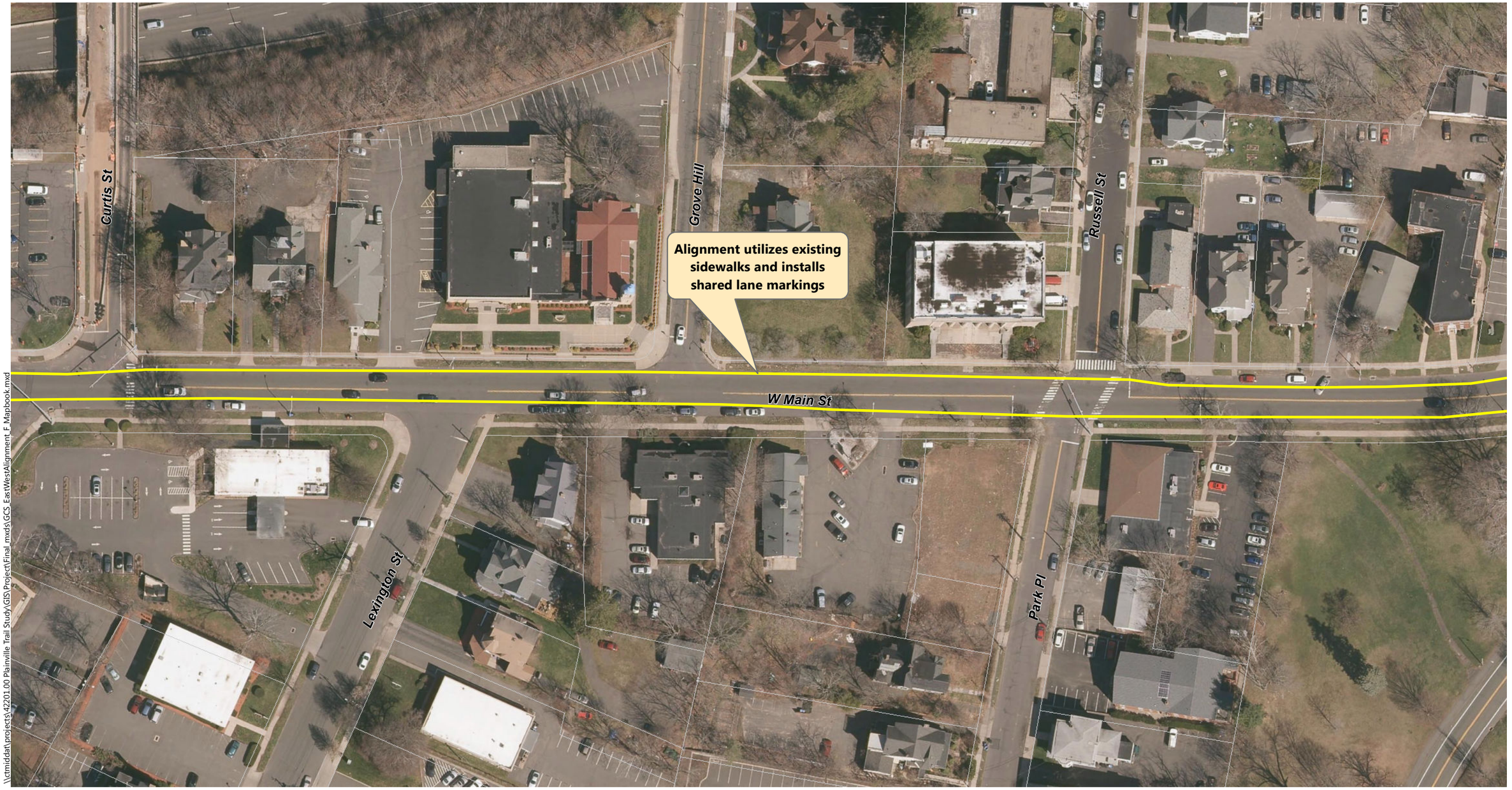


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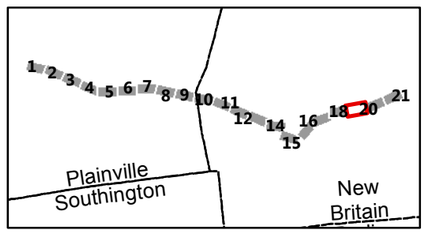


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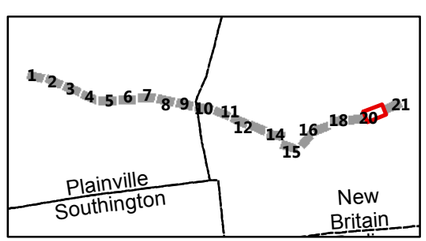


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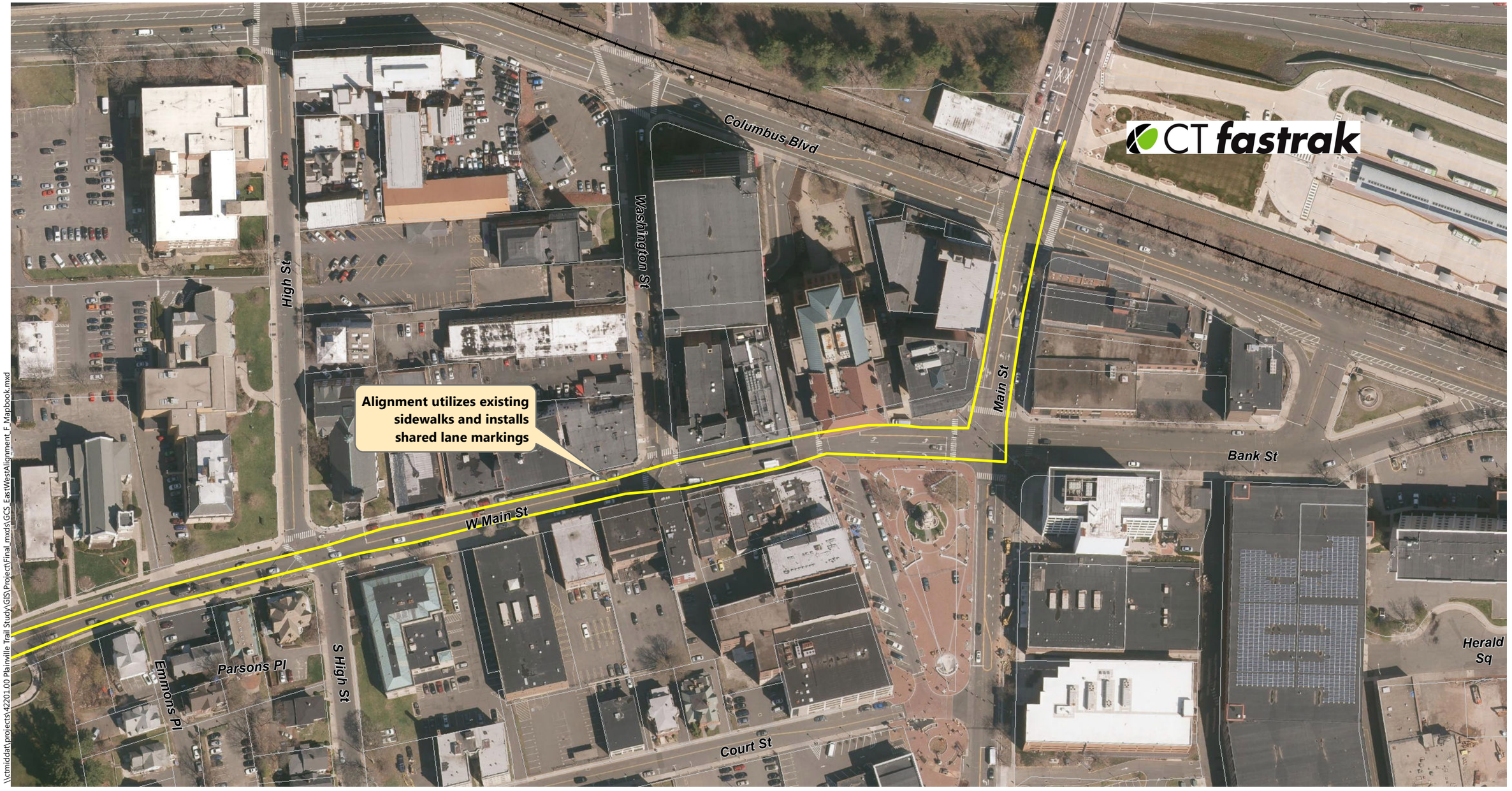


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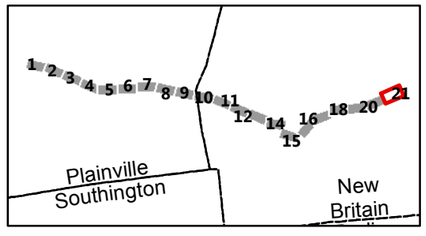


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