

Gap Closure Trail Study

Plainville, New Britain, and Southington,
Connecticut

PREPARED FOR



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Overview

Purpose

The Gap Closure Trail Study, led by the Capitol Region Council of Governments (CROCG) 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 | › Farmington Valley Trails Council |
| › City of New Britain | › Plainville Greenway Alliance |
| › Connecticut Department of Energy and Environmental Protection | › Plainville-Southington Health District |
| › CTDOT | › Town of Plainville |
| › East Coast Greenway Alliance | › Town of Southington |
| | › Bike New Britain |

Objectives

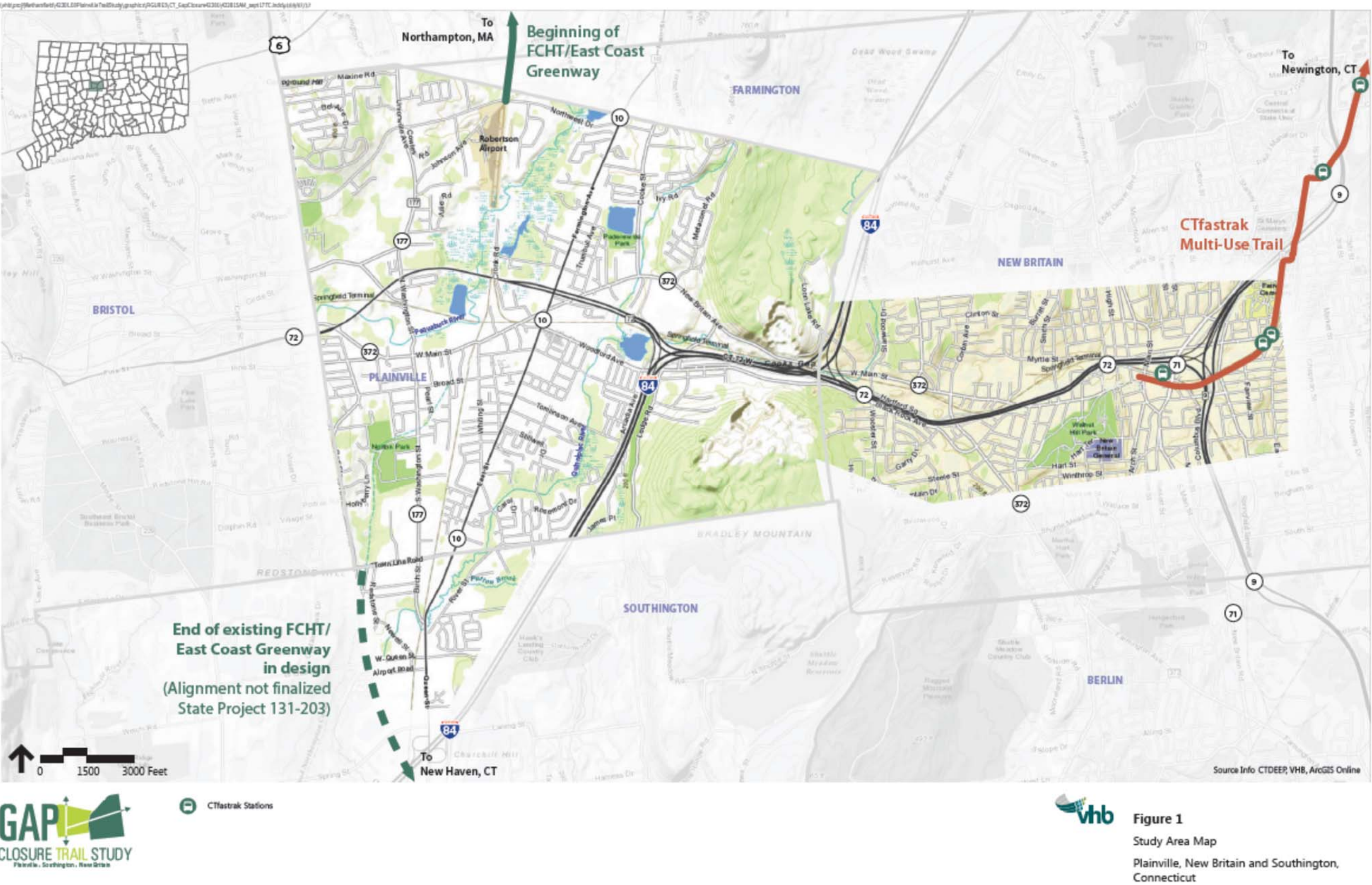
The study has two distinct objectives:

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.



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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?	<u>Plainville</u> 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 <u>New Britain</u> Connects with FCHT alignment at west end Connects with CT fastrak station at east end
2. Does the alternative connect with downtown?	<u>Plainville</u> Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177 <u>New Britain</u> 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?	<p>Avoids requiring portions of path being constructed within the Pan Am east/west Branch ROW</p> <p>Avoids having three or more at-grade crossings of the Pan Am east/west Branch</p> <p>Avoids requiring impacts to rail yard</p>
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 CTfastrak station would originate in Plainville where it meets the ultimate preferred FCHT alignment, and extends to the CTfastrak 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 NDDDB (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 or 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 or 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
 <p>Note: Alignment drawn for planning purposes only.</p>	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.	5,689 sf of wetlands, 0.3 mile of floodplain, and 1 NDDB area.
	3 haz mat locations.	0 haz mat locations.
	No known historic resources or park impacts that would require regulatory review.	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.

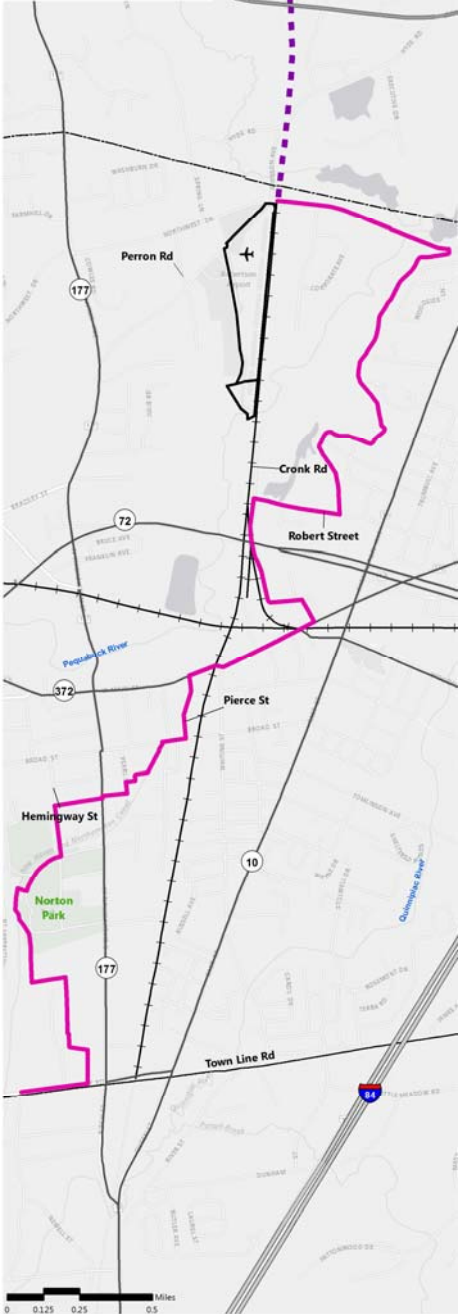
Alignment B Evaluation

Map	North of Downtown	South of Downtown
 <p>Note: Alignment drawn for planning purposes only.</p>	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.	23,920 sf of wetlands, 0.3 miles of floodplain, and 0 NDDB area.
	1 haz mat location.	0 haz mat locations.
	No known historic resources or park impacts that would require regulatory review.	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
 <p>Note: Alignment drawn for planning purposes only.</p>	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
	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.	5,602 sf of wetlands, 0.3 miles of floodplain, and 1 NDDB area.
	4 haz mat locations.	0 haz mat locations.
	No known historic resources or park impacts that would require regulatory review.	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.

Note: Alignment drawn for planning purposes only.

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 CTfastrak 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 CTfastrak 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 CTfastrak 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

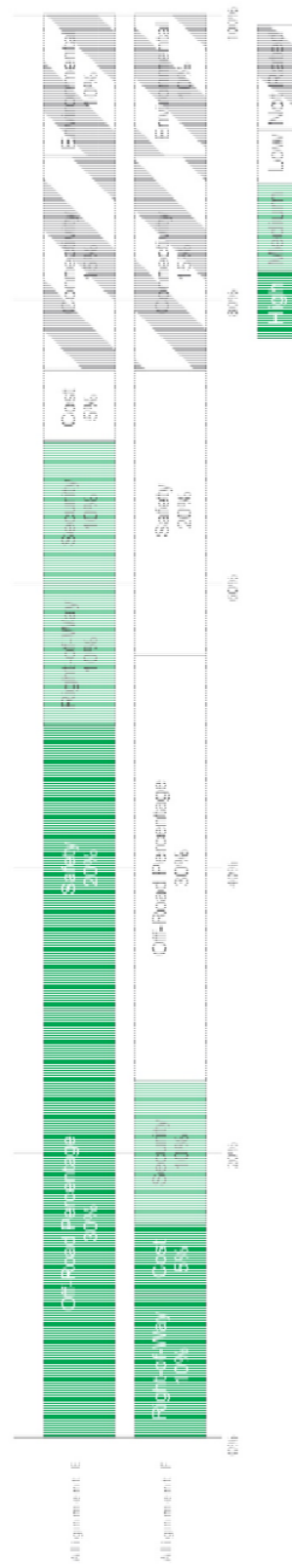
Alignment F: On-road facility



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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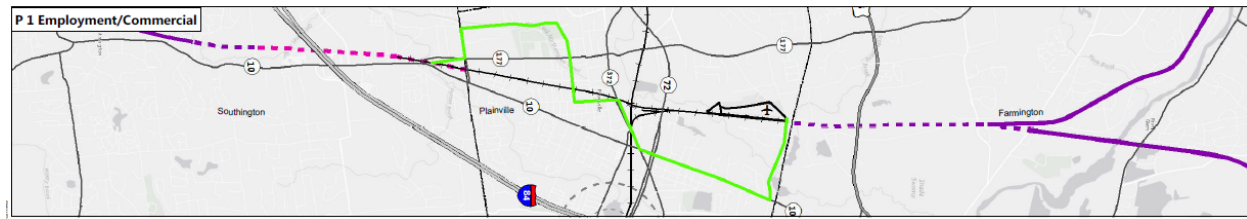
Recommended Alignments

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.

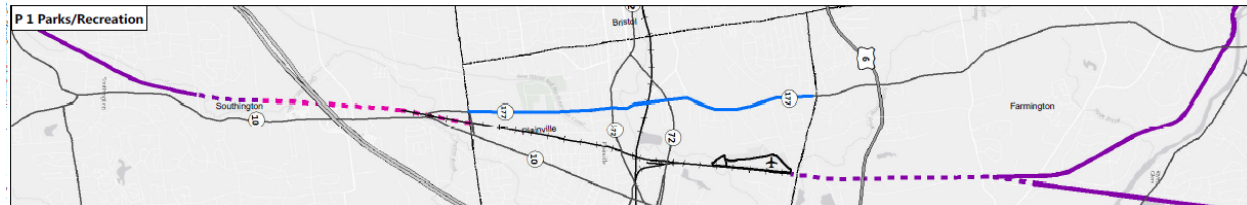
Both alignments were then forwarded for further technical review and refinement, with several areas identified for potential modification before the alignments would be forwarded to decision-makers for adoption.

Appendix A: Long list Alternatives for Plainville

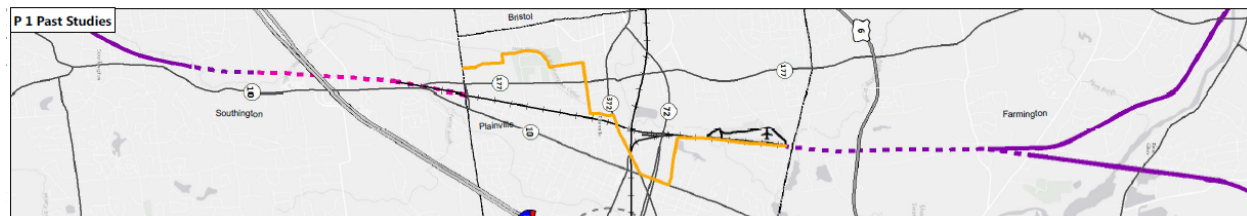
Alternative 1



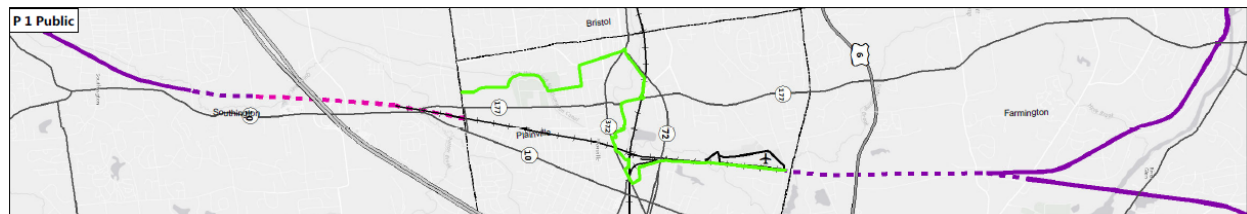
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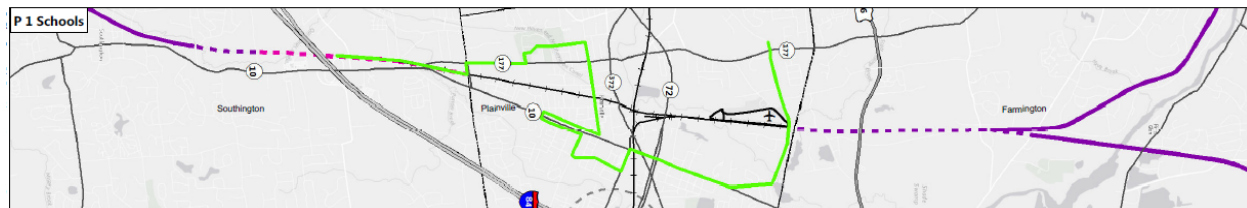
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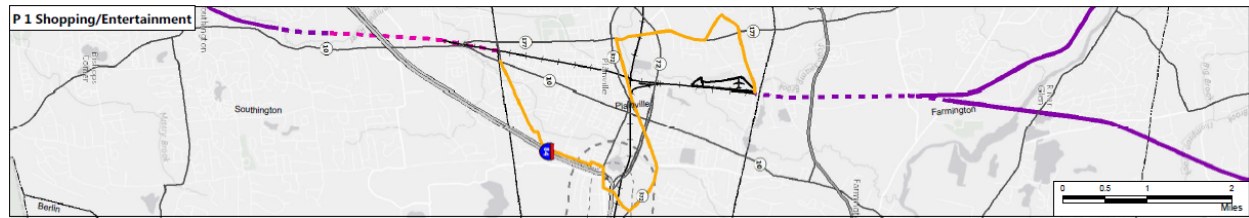
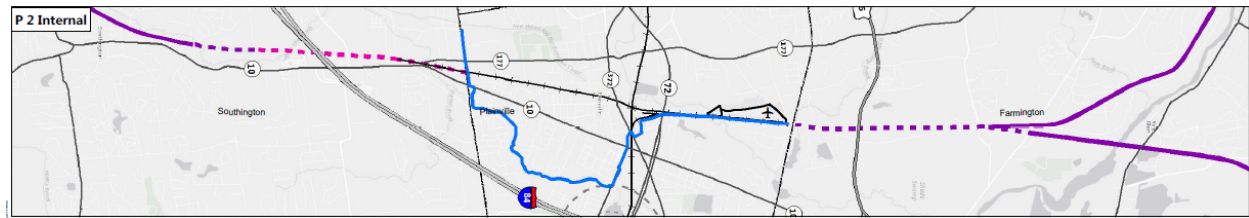
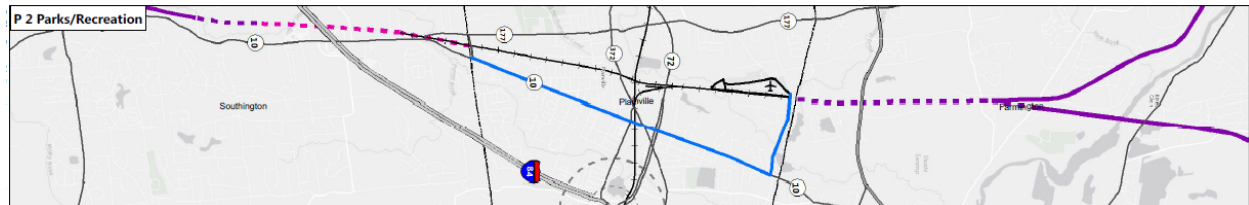
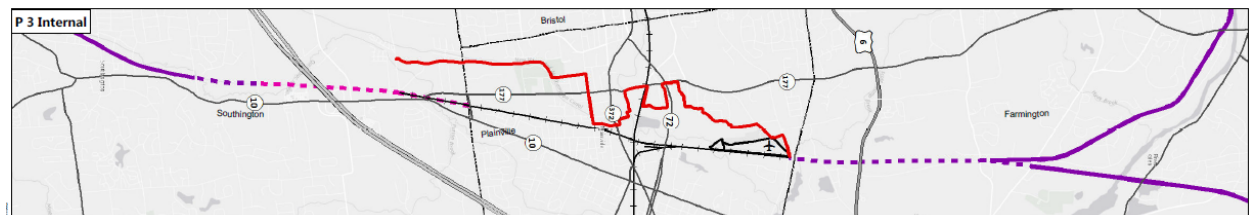
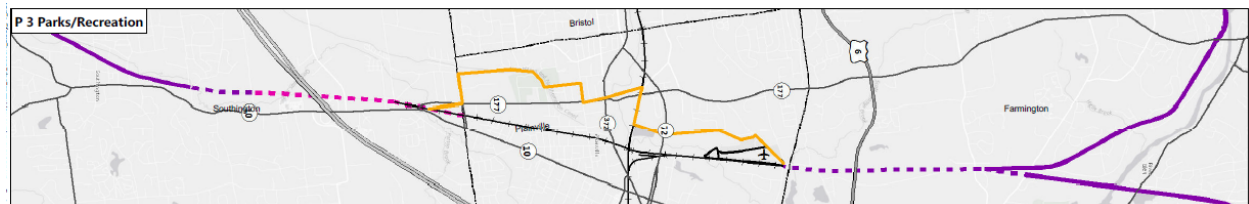


Alternative 4

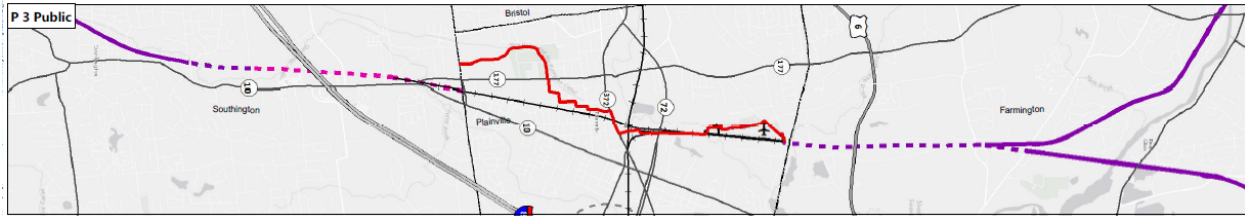


Alternative 5

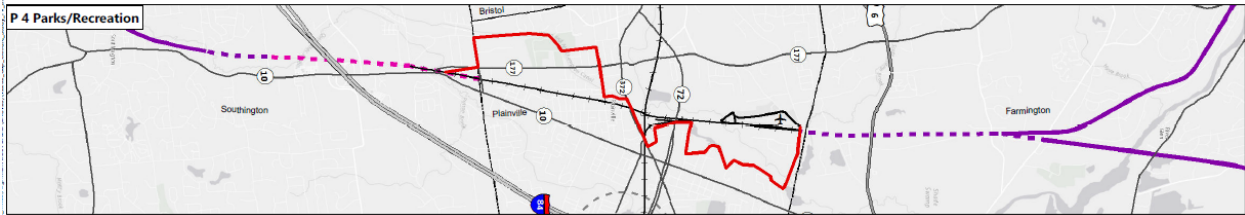


Alternative 6**Alternative 7****Alternative 8****Alternative 9****Alternative 10****Alternative 11**

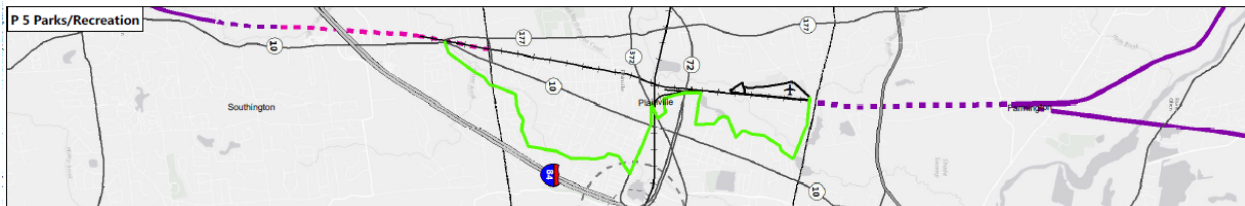
Alternative 12



Alternative 13



Alternative 14



Appendix B: Long list Alternatives for New Britain

Alternative 1



Alternative 2



Alternative 3



Alternative 4

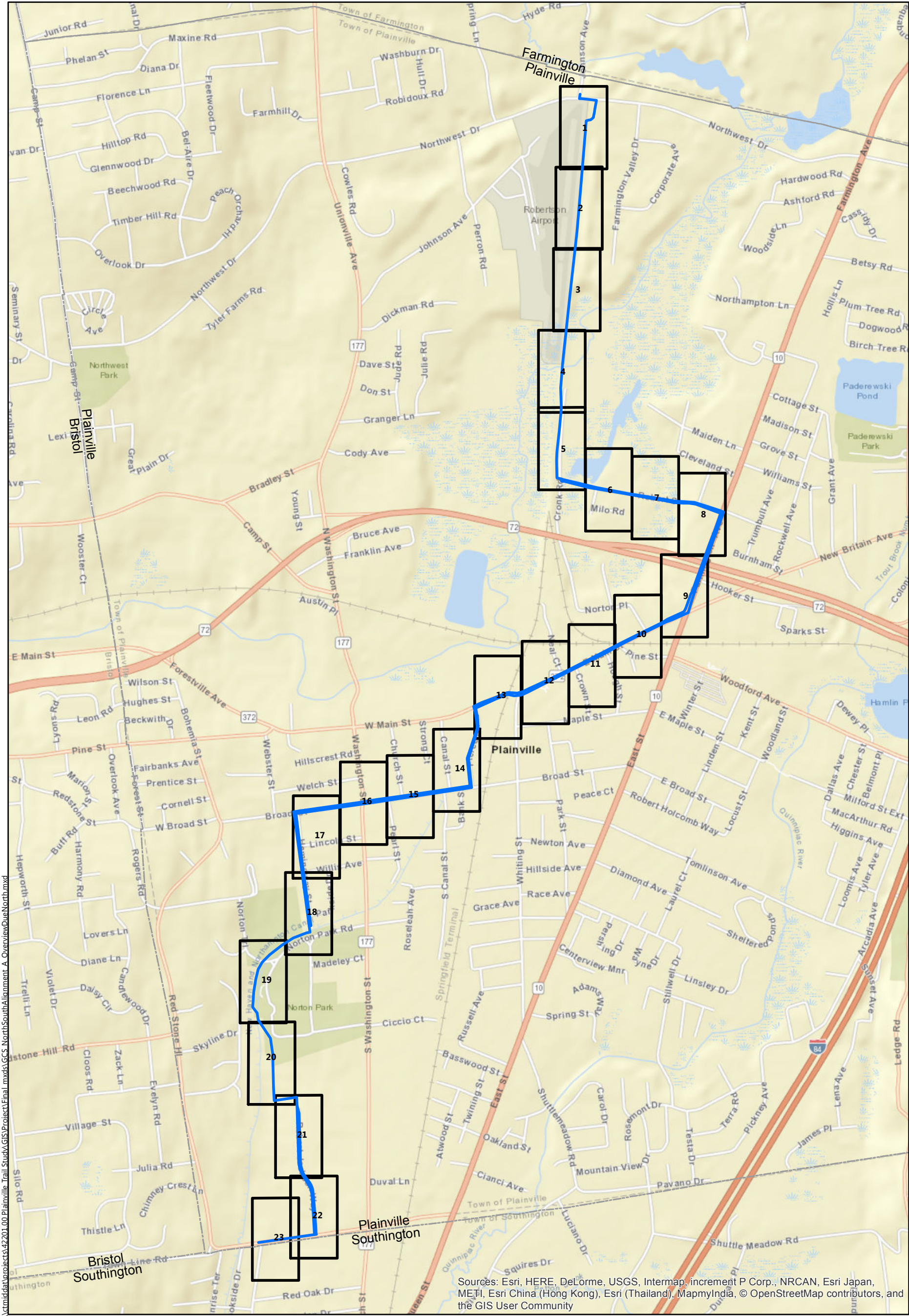


Alternative 5



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Appendix C: Short List of Alternatives - Plainville



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Alignment A - 4.5 miles - 39% Off Road

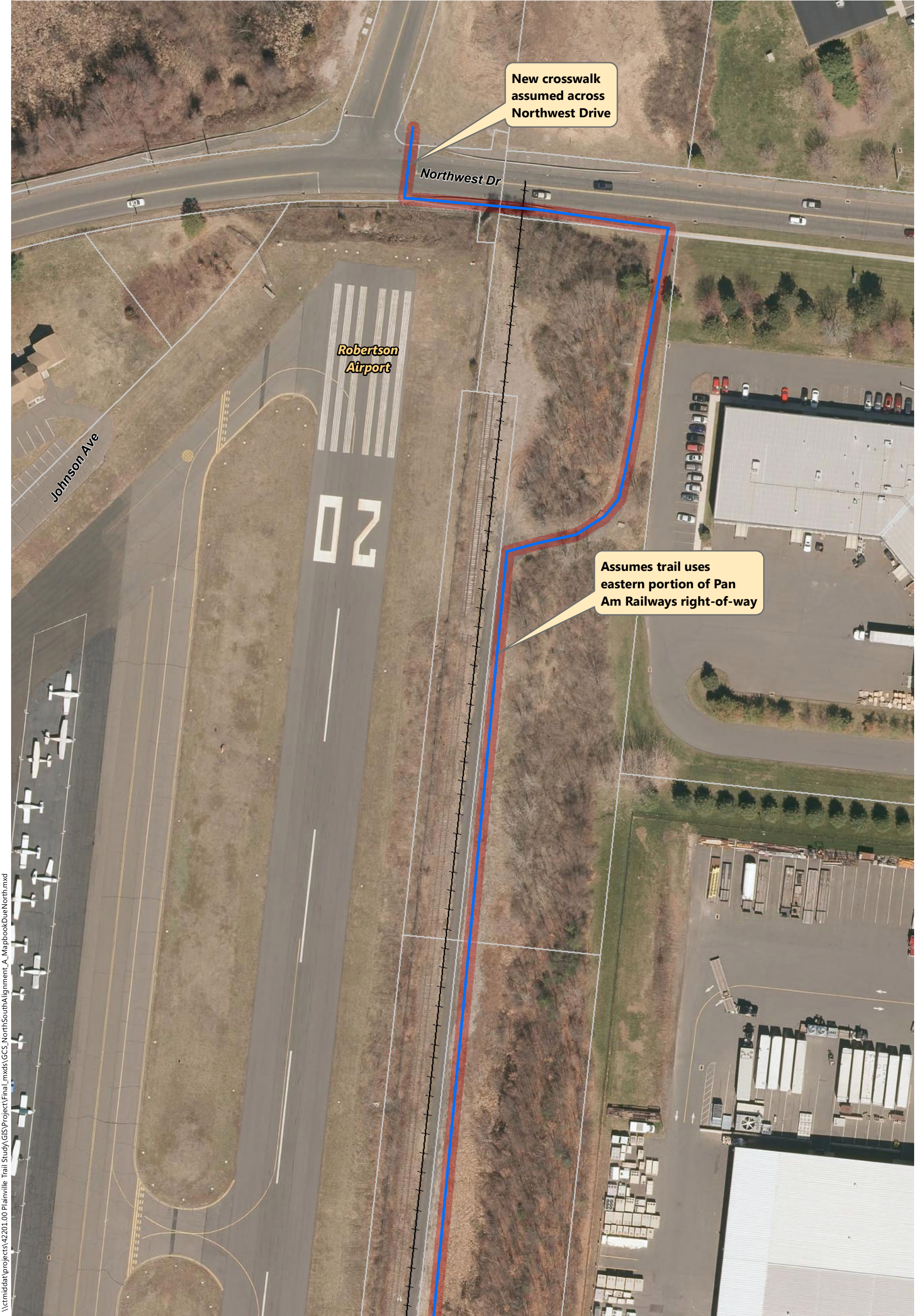
Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

Gap Closure Trail Study | Hartford County, CT

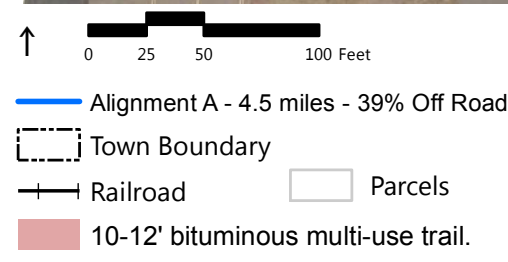
Project Statistics Alignment A - 4.5 Miles

Alignment A is a proposed:

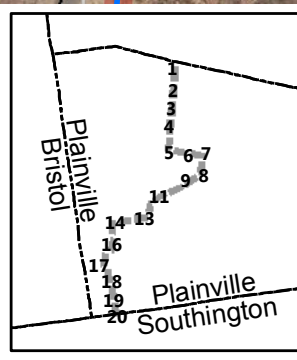
- 4.5 miles long,
- 61% on-road, a combination of sidewalks, bike lanes and shared marking,
- 39% off-road, 10-12' wide bituminous multi-use trail.

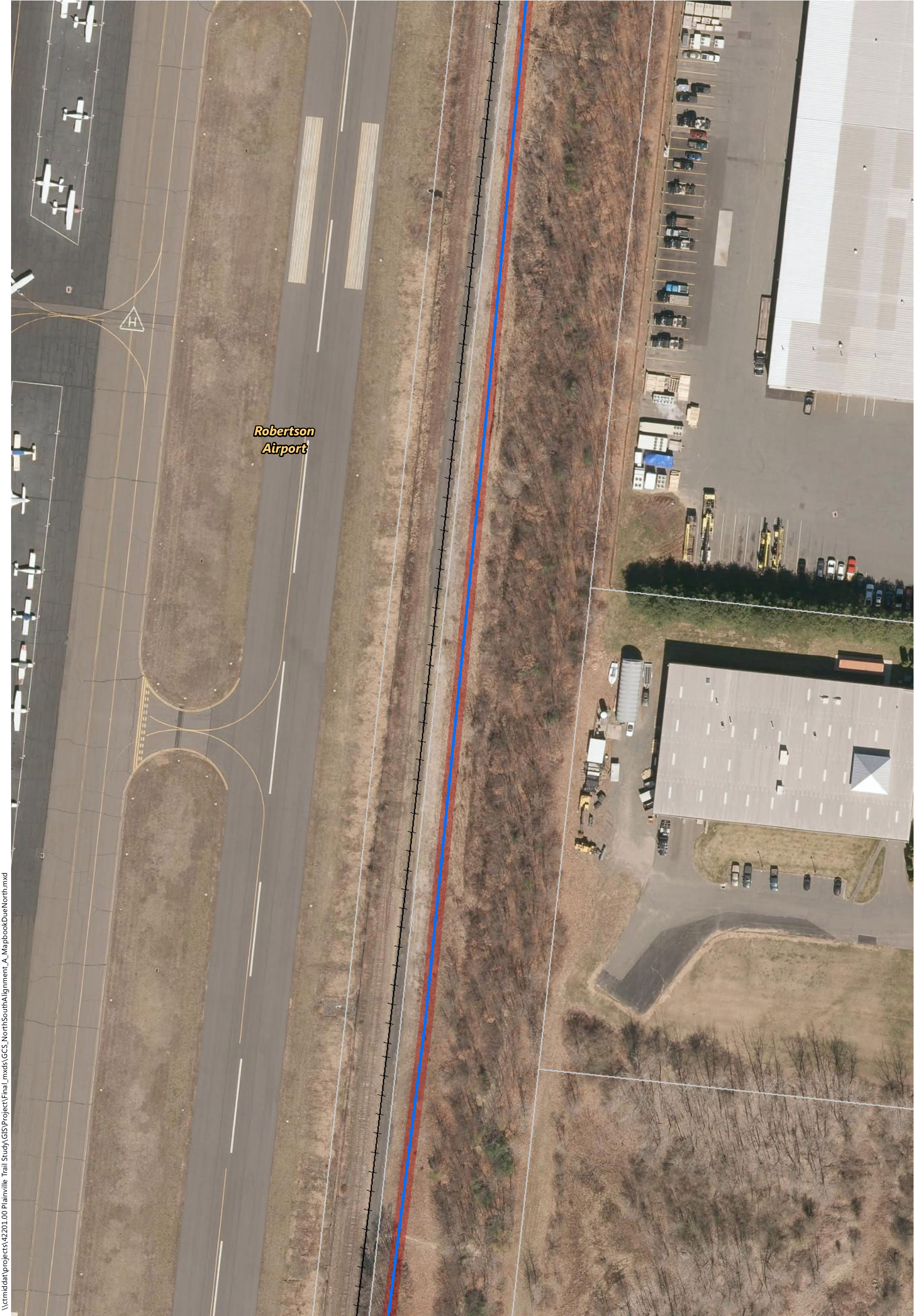


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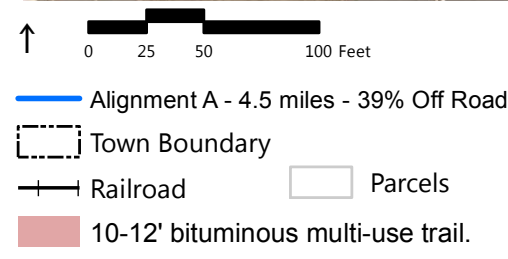


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

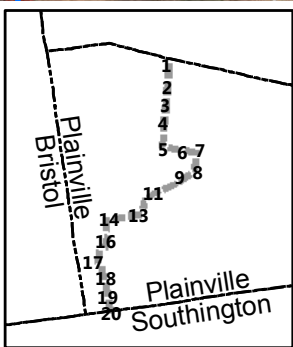




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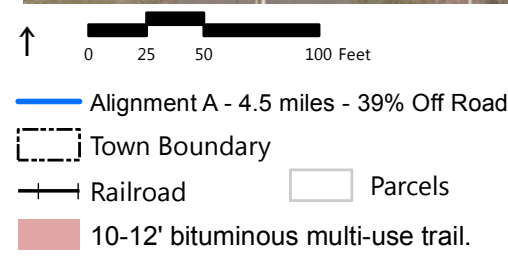


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

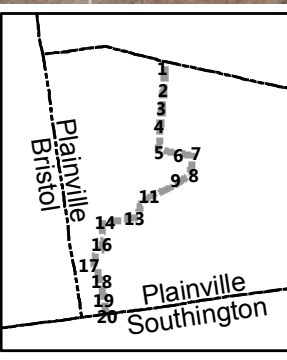


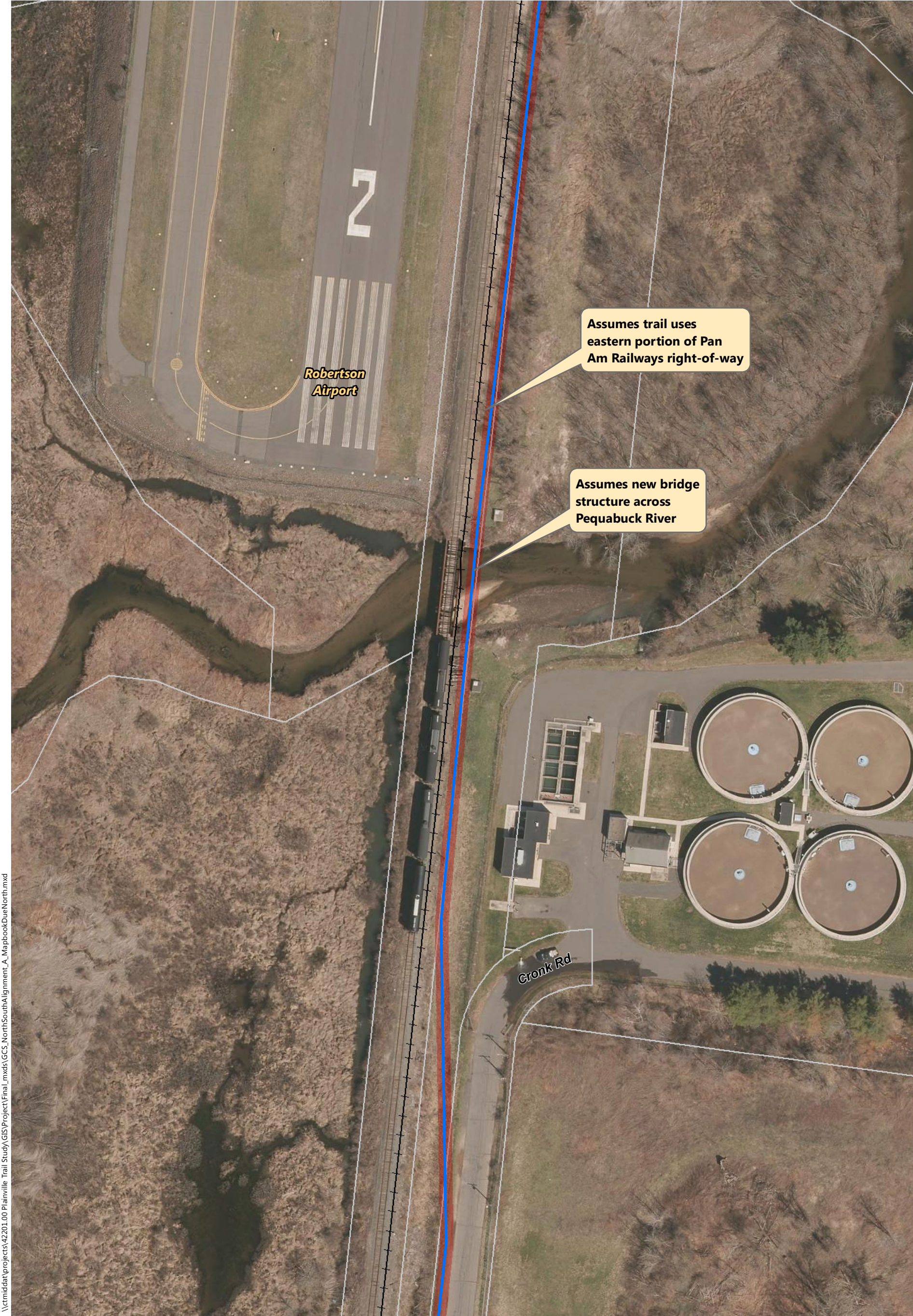


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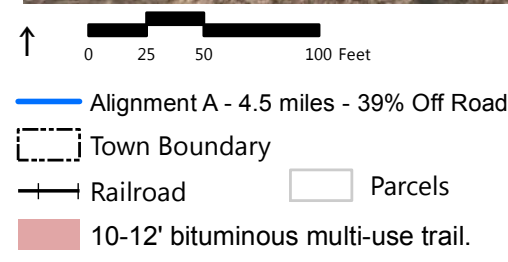


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

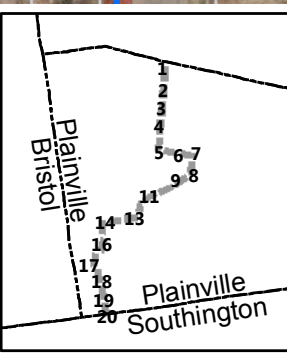




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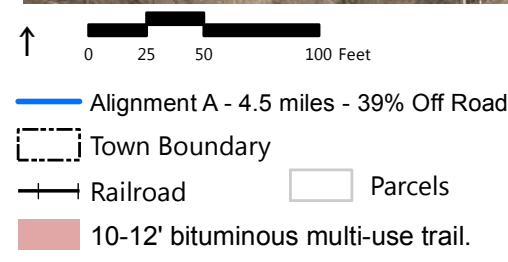


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

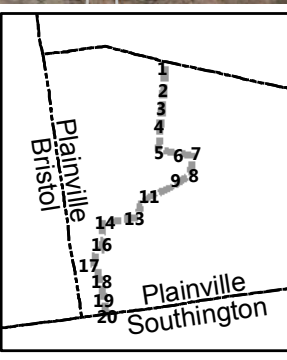




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Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.





Alignment proposes
new sidewalk and
shared lane markings

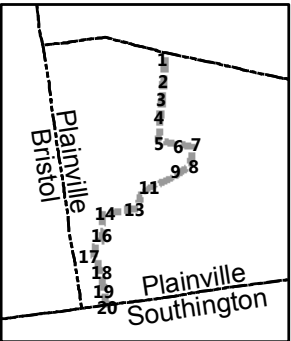
Robert St Exd

Norton Pl Exd



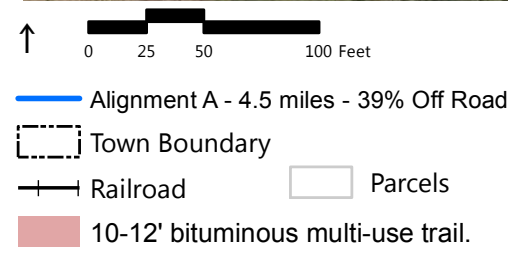
- Alignment A - 4.5 miles - 39% Off Road
- Town Boundary
- Railroad
- Parcels
- 10-12' bituminous multi-use trail.

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

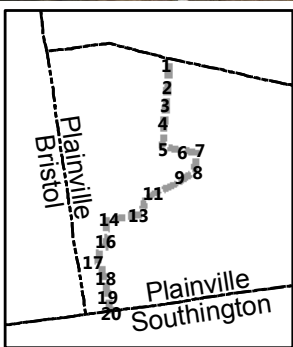




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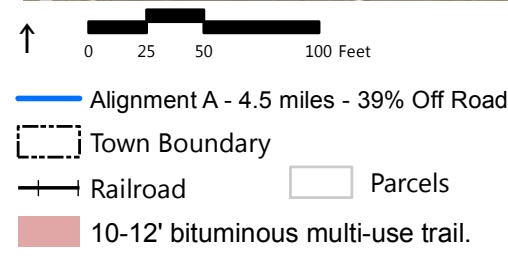


Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.

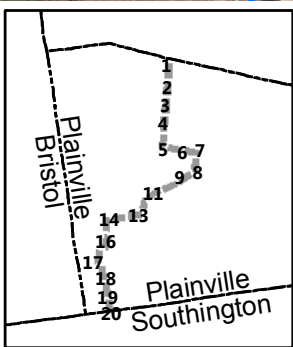




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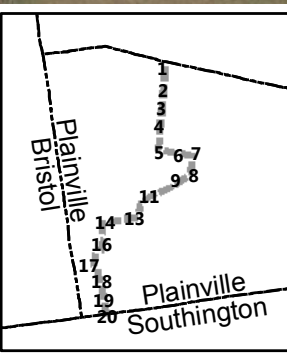
Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.





- 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.

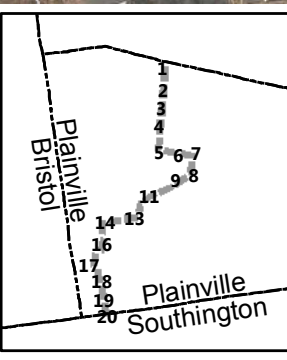




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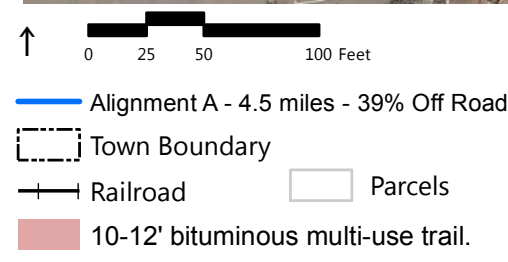
- ↑ 0 25 50 100 Feet
- Alignment A - 4.5 miles - 39% Off Road
 - Town Boundary
 - Railroad
 - Parcels
 - 10-12' bituminous multi-use trail.

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

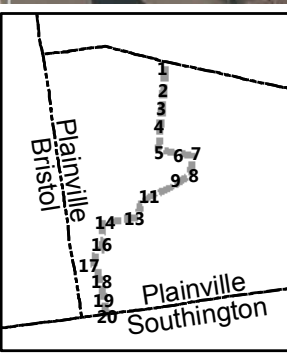




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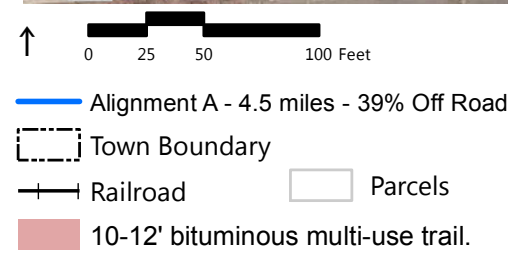


Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.

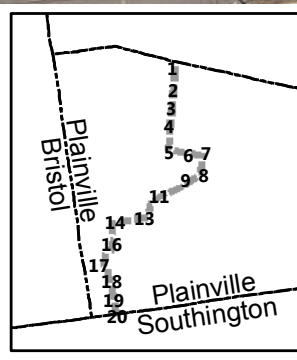


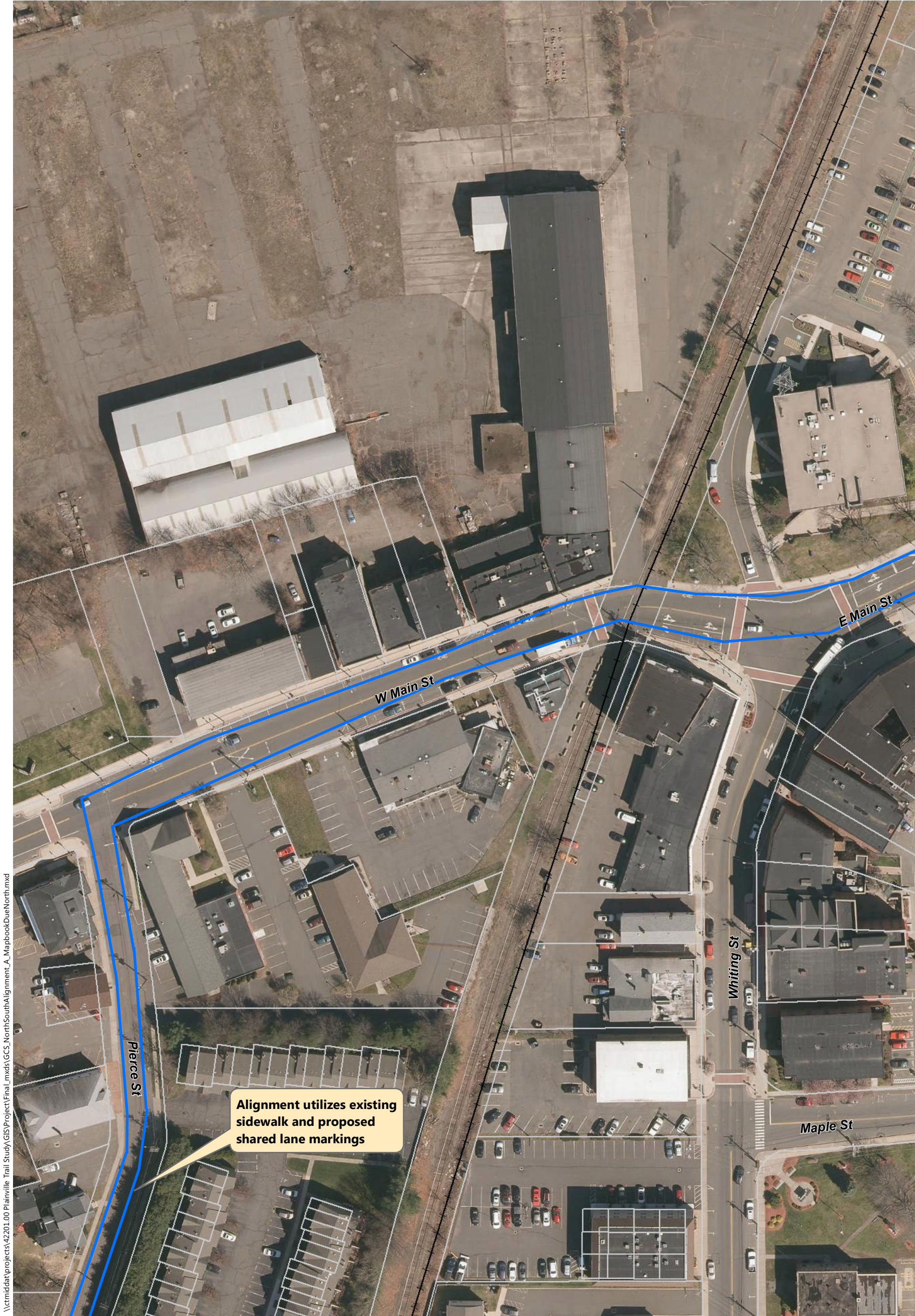


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Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



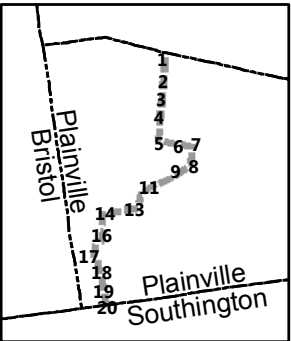


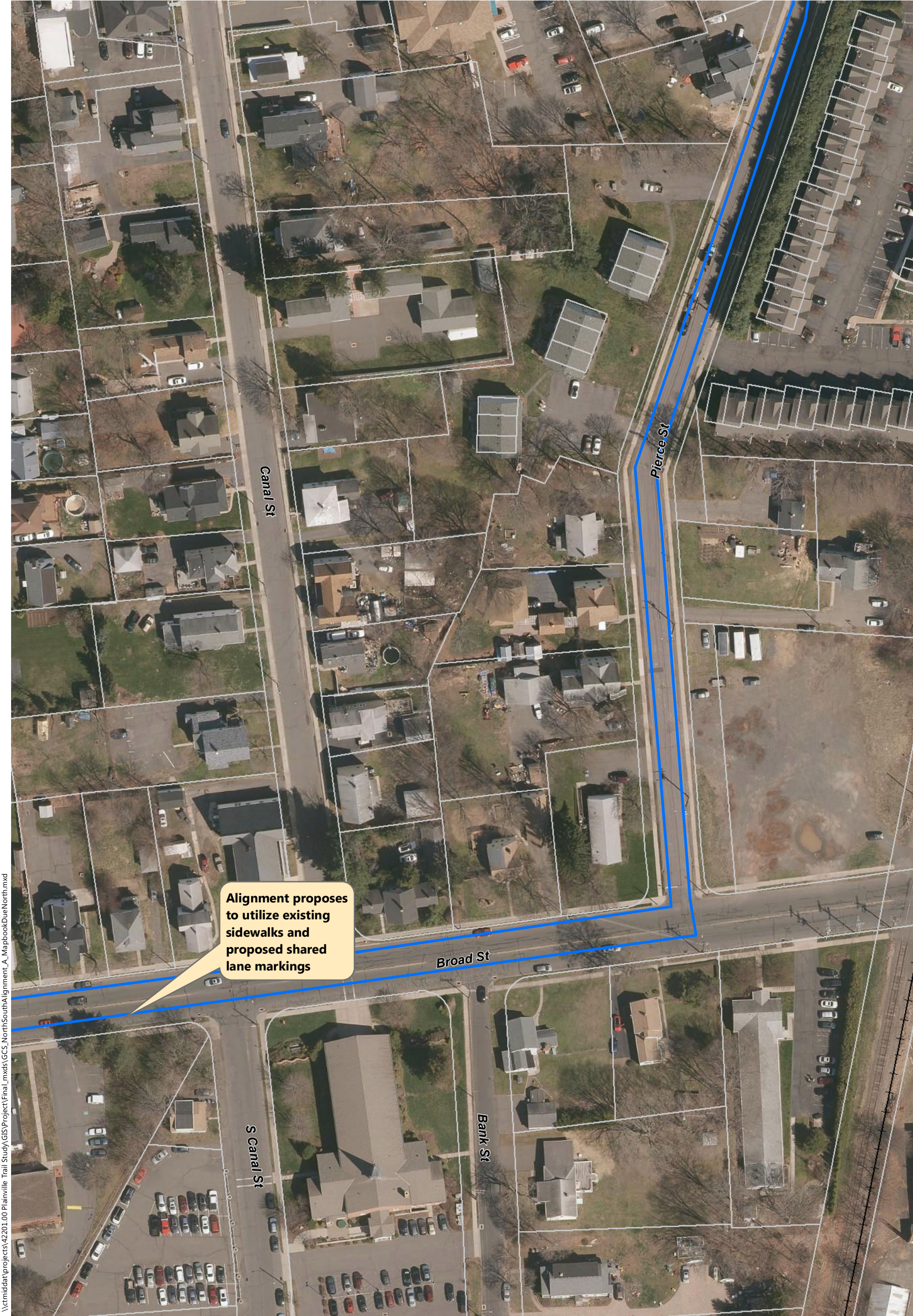
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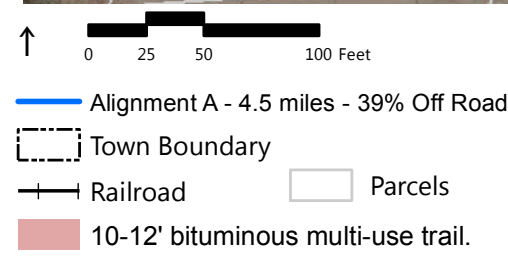
- Alignment A - 4.5 miles - 39% Off Road
- Town Boundary
- Railroad
- Parcels
- 10-12' bituminous multi-use trail.

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

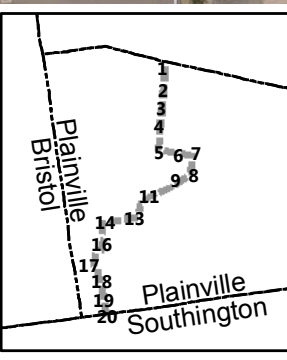




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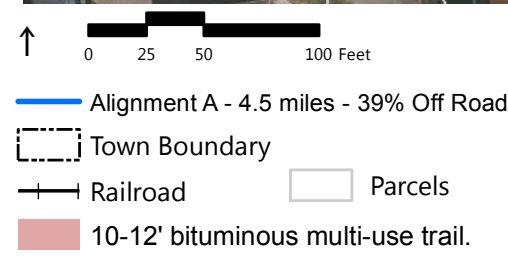


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

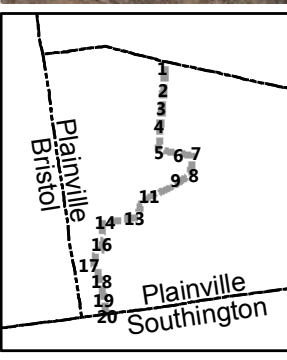


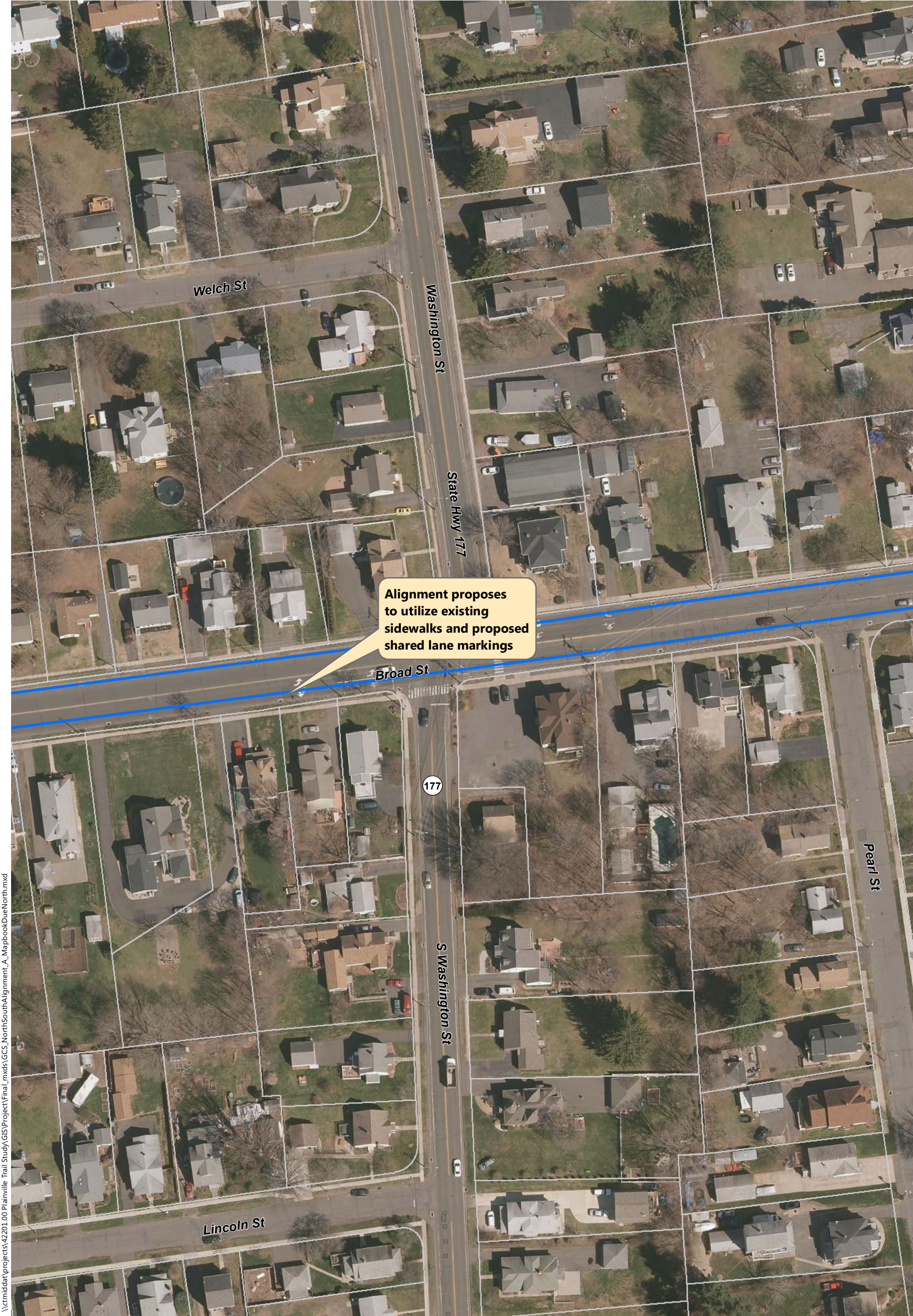


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Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.



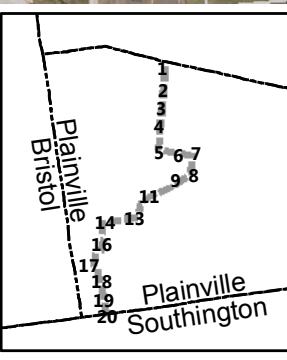


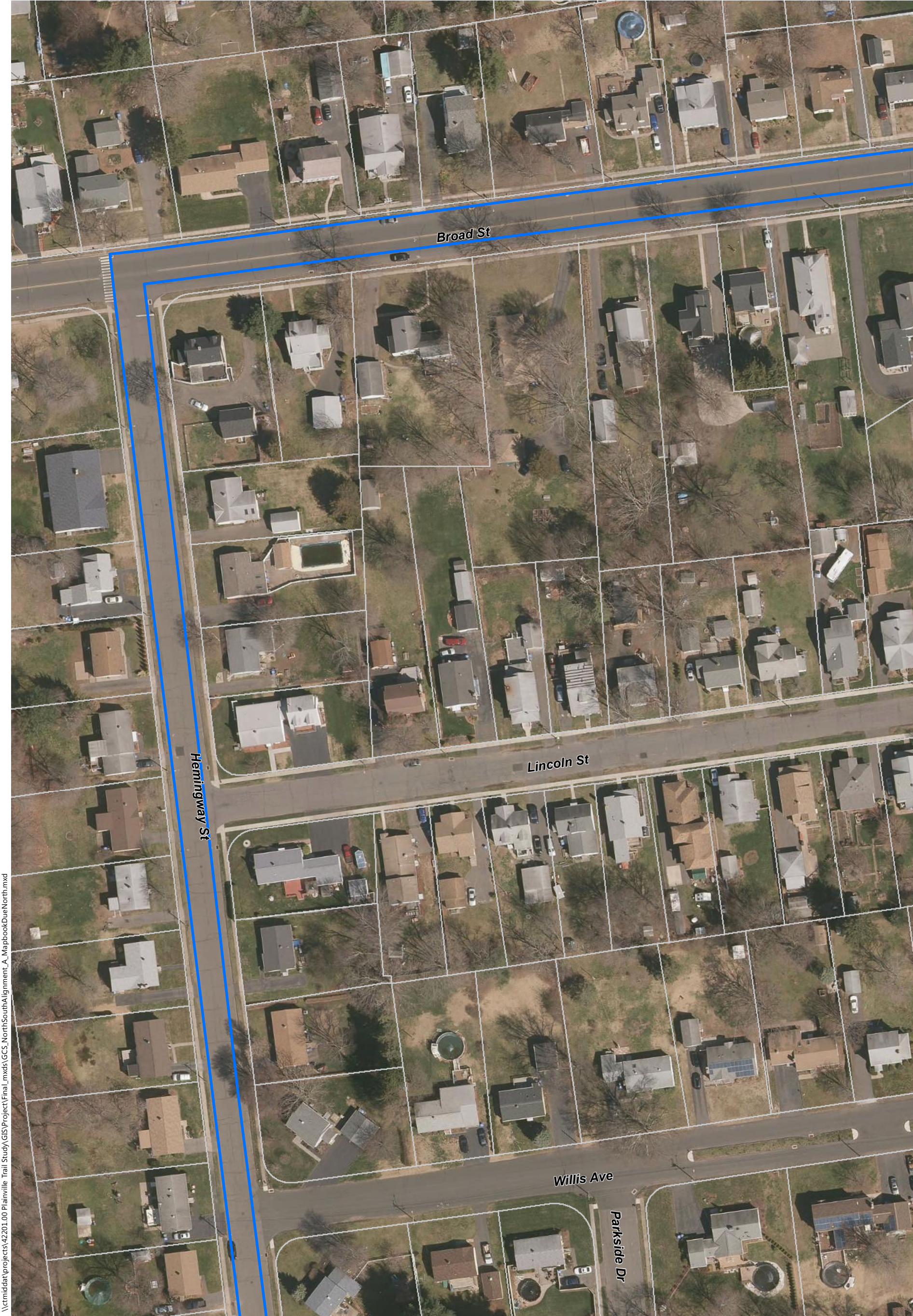
Alignment proposes to utilize existing sidewalks and proposed shared lane markings

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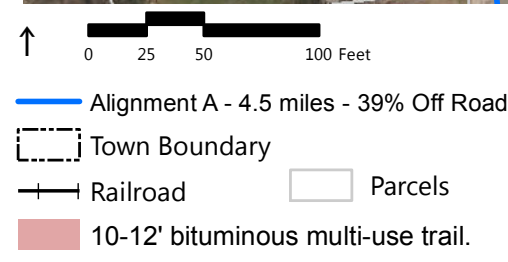
- ↑ 0 25 50 100 Feet
- Alignment A - 4.5 miles - 39% Off Road
 - Town Boundary
 - Railroad
 - Parcels
 - 10-12' bituminous multi-use trail.

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

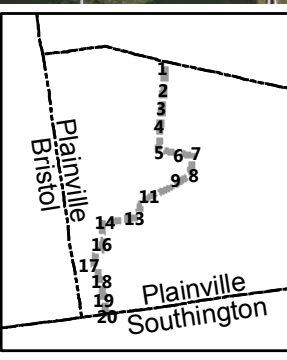




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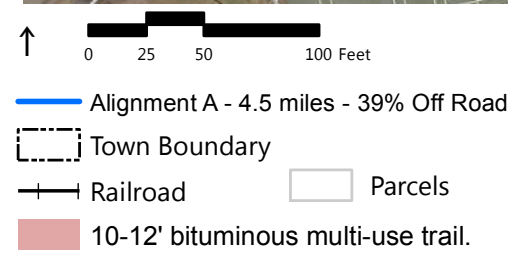


Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.

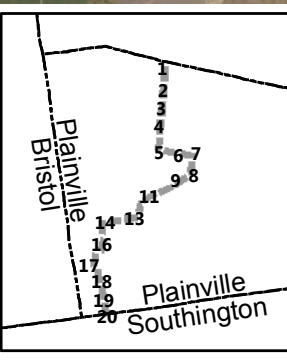


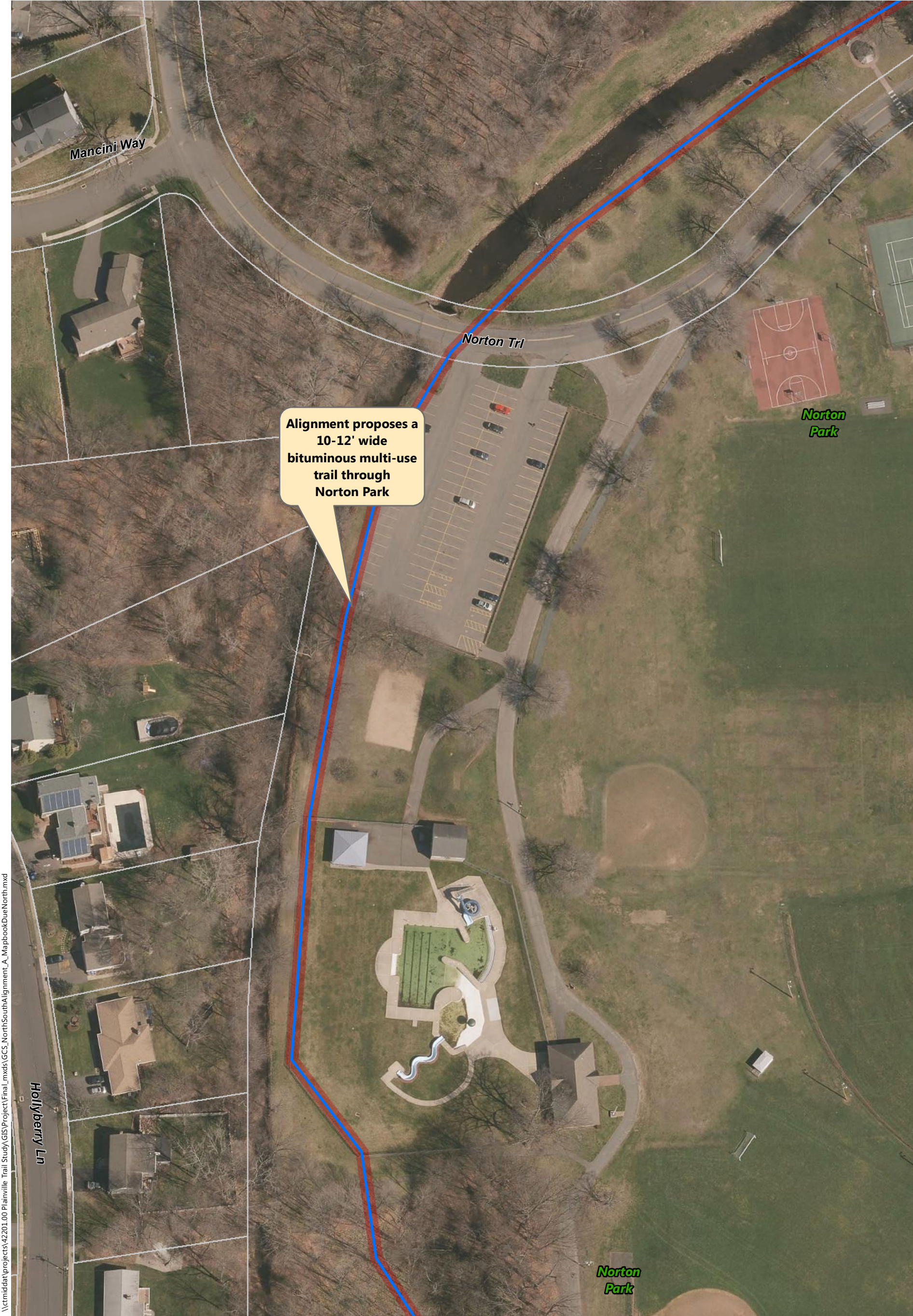


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Disclaimer:
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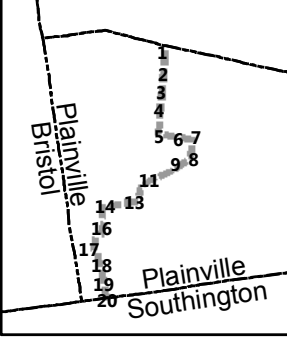




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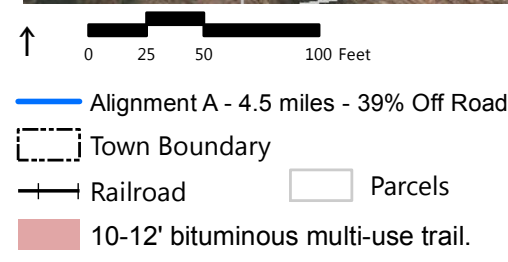
- ↑ 0 25 50 100 Feet
- Alignment A - 4.5 miles - 39% Off Road
 - Town Boundary
 - Railroad
 - Parcels
 - 10-12' bituminous multi-use trail.

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

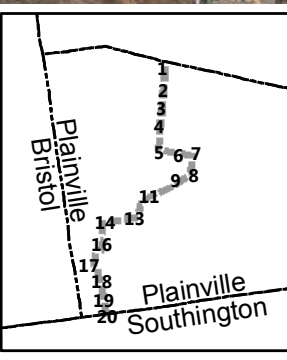


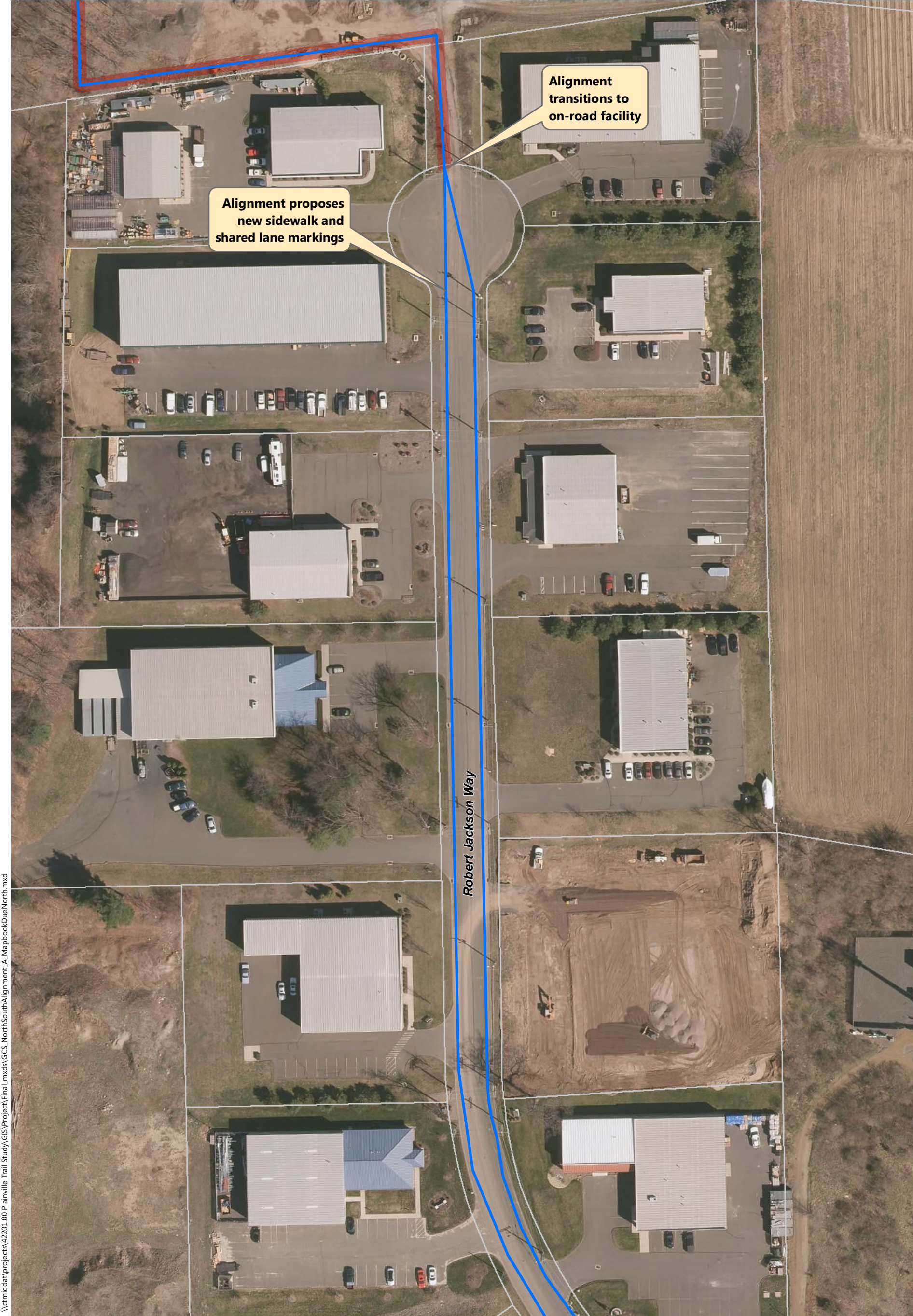


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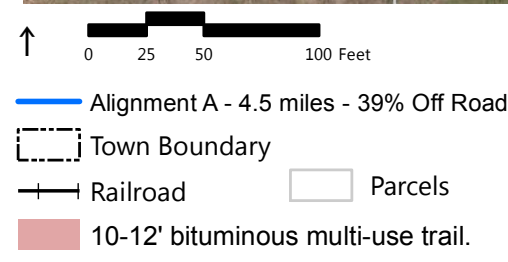


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

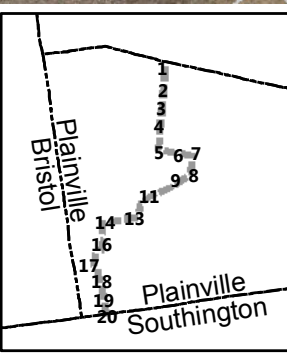




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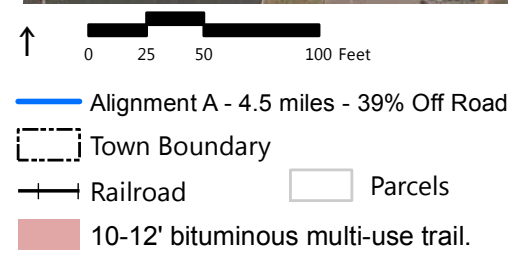


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

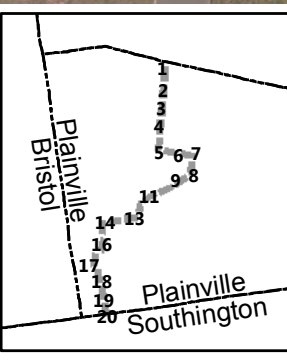




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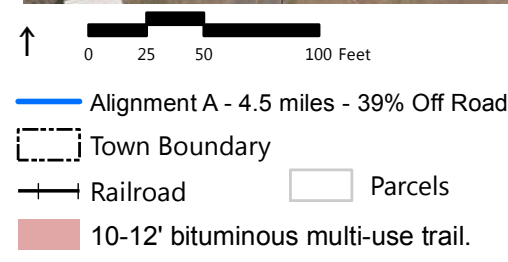


Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.

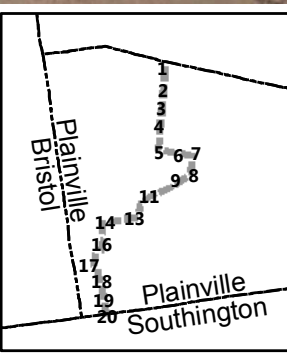


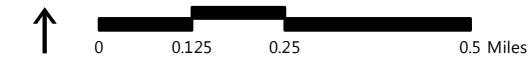
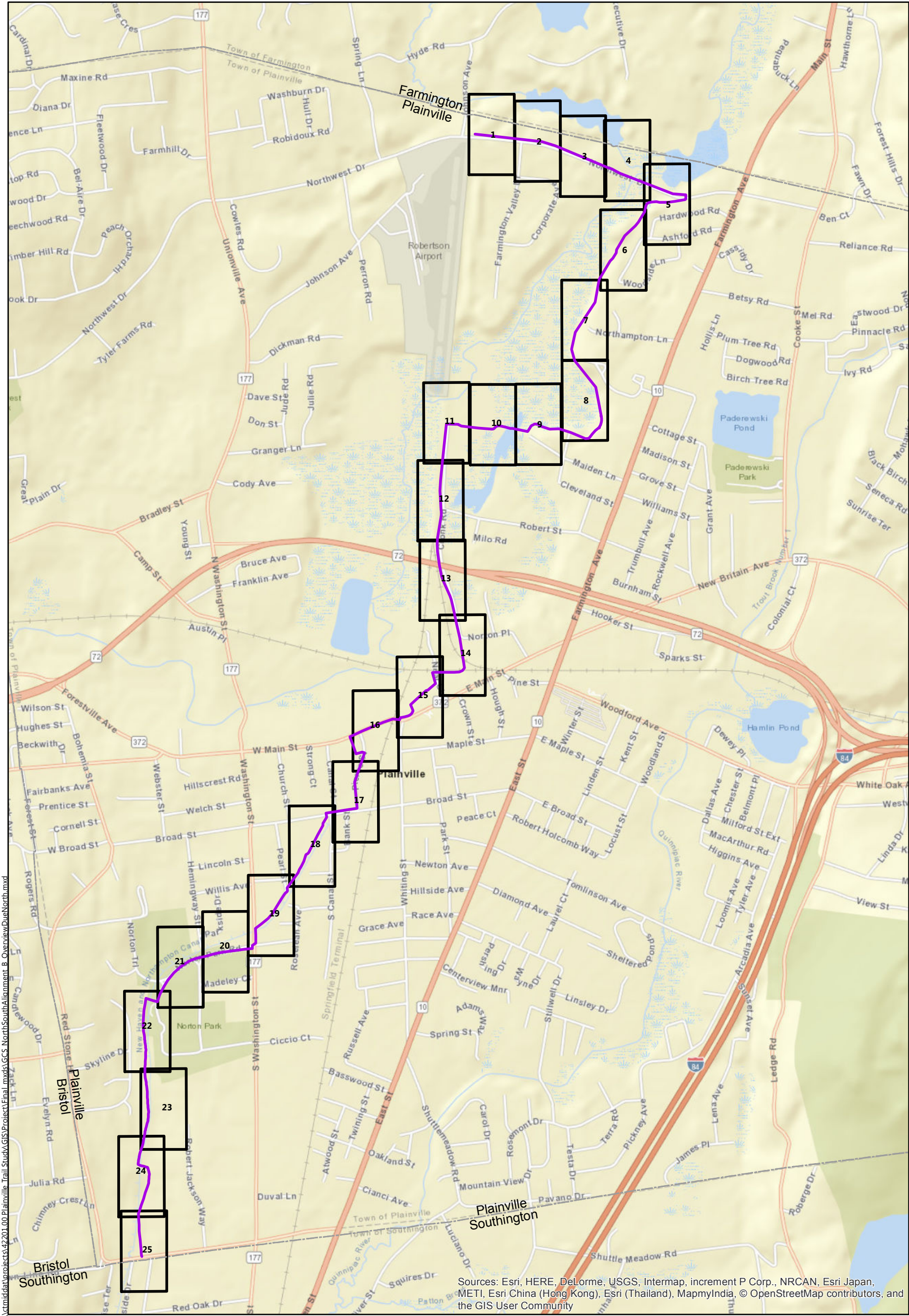


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Disclaimer:
The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.





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.

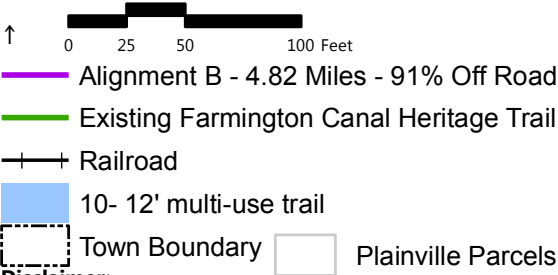
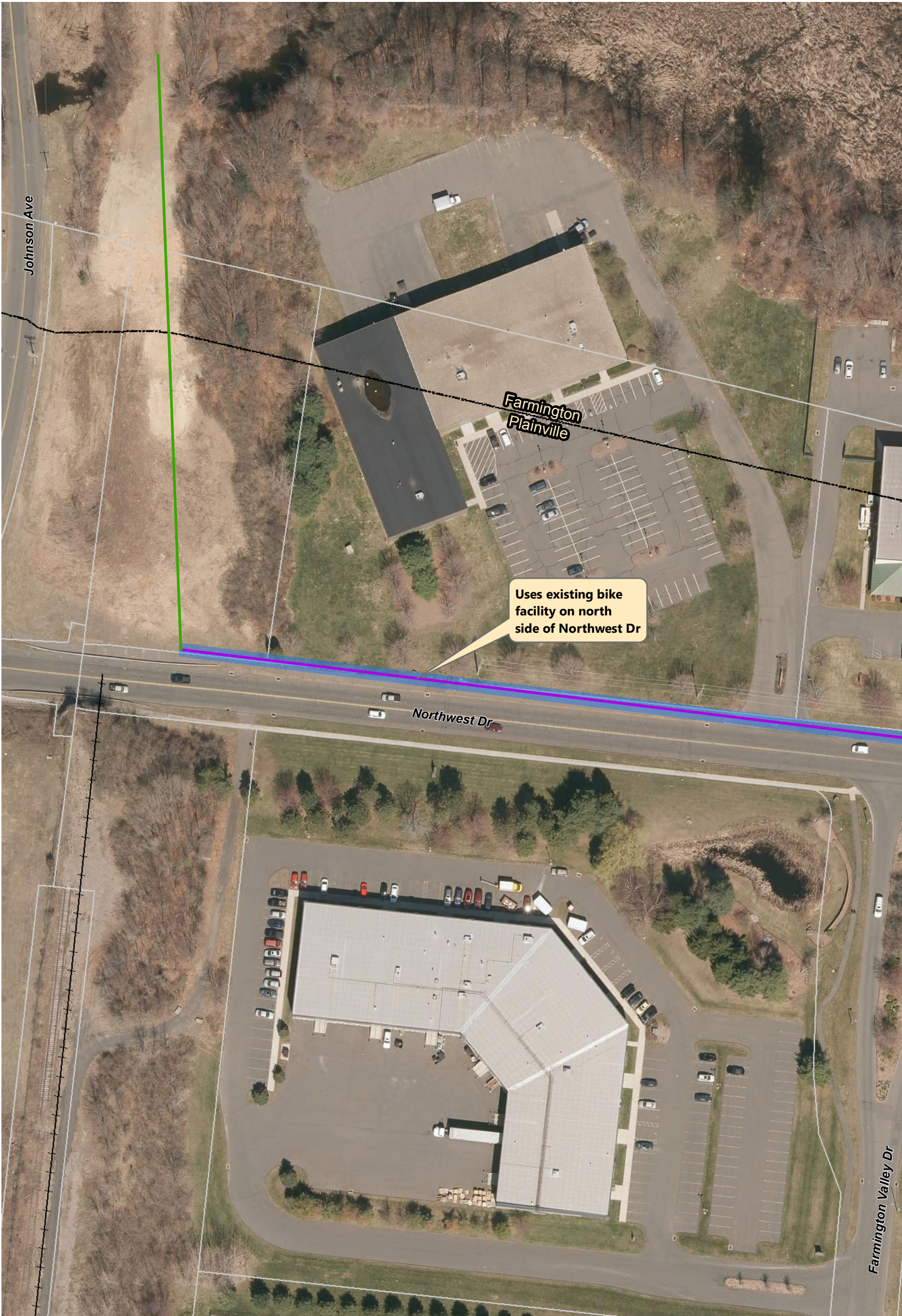
Gap Closure Trail Study | Hartford County, CT

Project Statistics

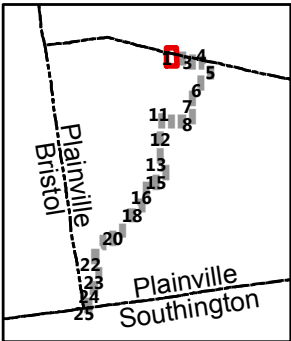
Alignment B - 4.82 Miles

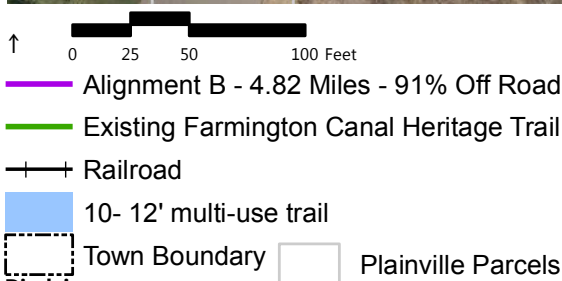
Alignment C is a proposed:

- 4.82 miles long,
- 12' wide,
- bituminous,
- 91% off road,

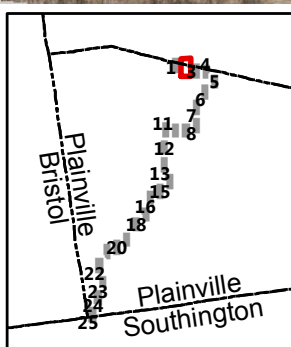


Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.





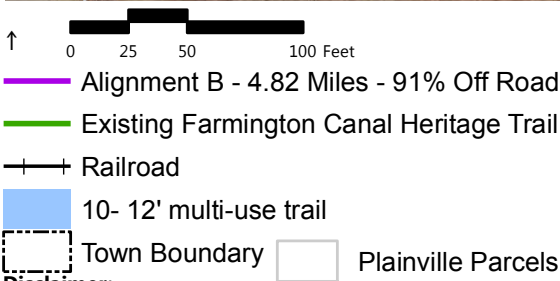
Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.



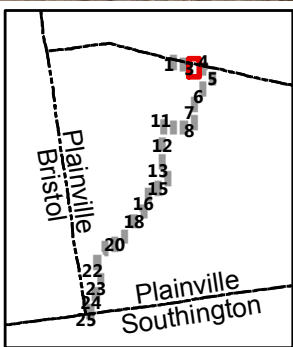
Gap Closure Trail Study

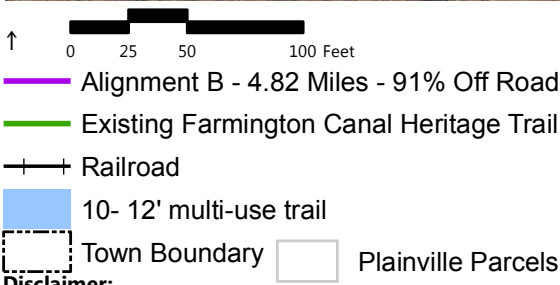
Hartford County, CT

Alignment B - 4.82 Miles

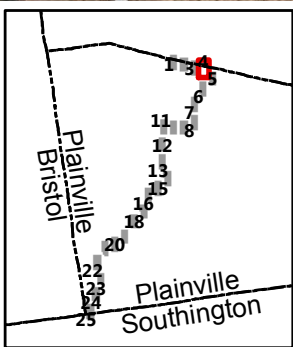


Disclaimer:
The alignment shown is preliminary and for planning purposes only.
Alignments are subject to change as the planning study progresses.





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

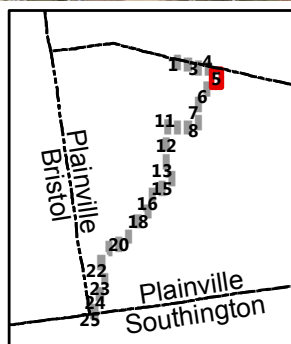




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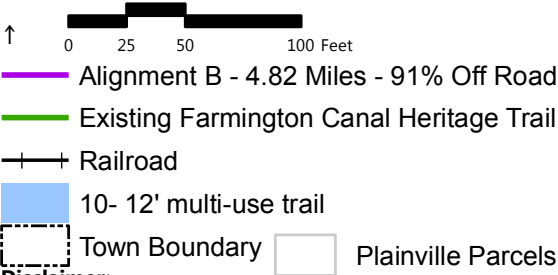
- ↑ 0 25 50 100 Feet
- Alignment B - 4.82 Miles - 91% Off Road
 - Existing Farmington Canal Heritage Trail
 - Railroad
 - 10- 12' multi-use trail
 - Town Boundary
 - Plainville Parcels

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

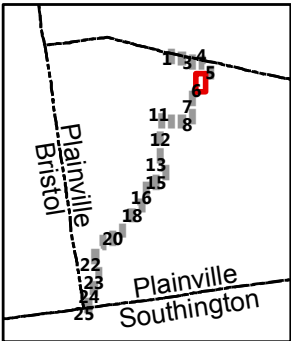


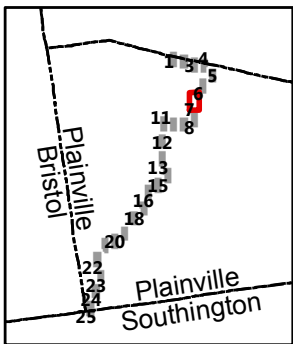
Gap Closure Trail Study | Hartford County, CT

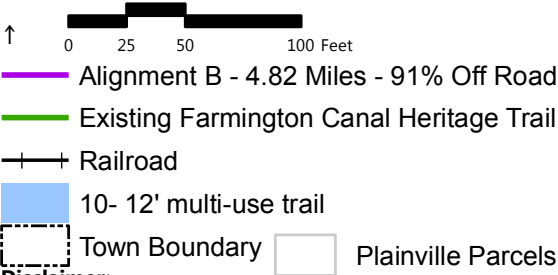
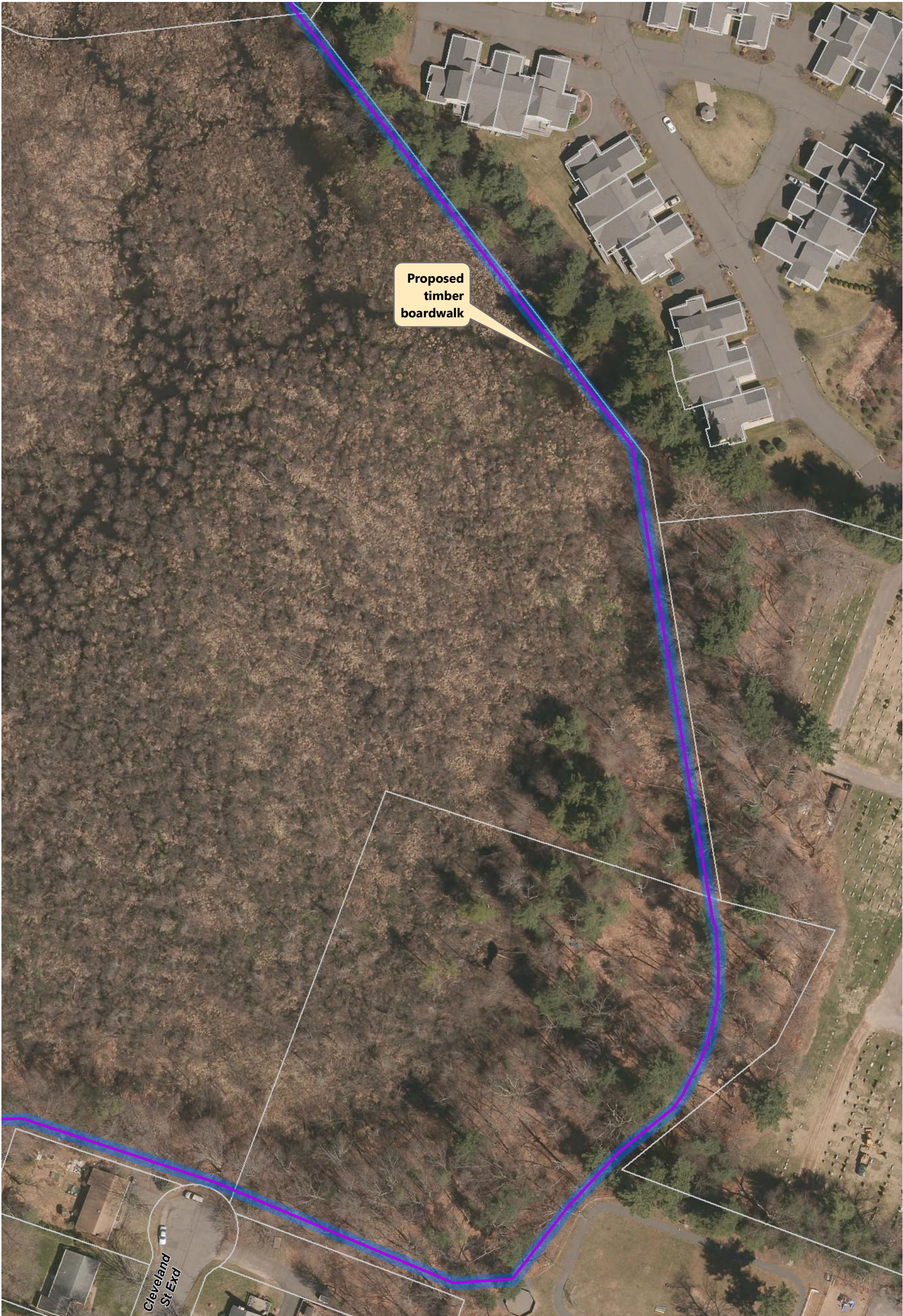
Alignment B - 4.82 Miles



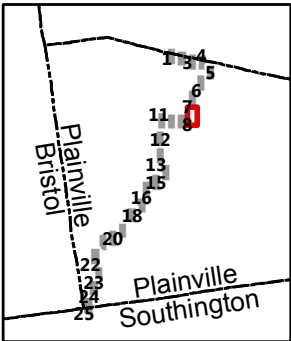
Disclaimer:
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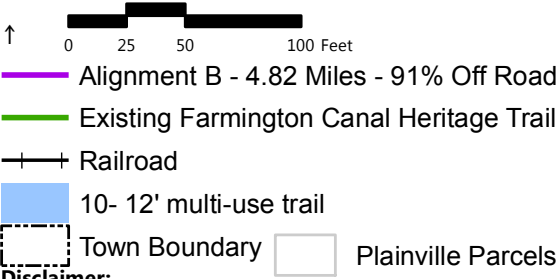




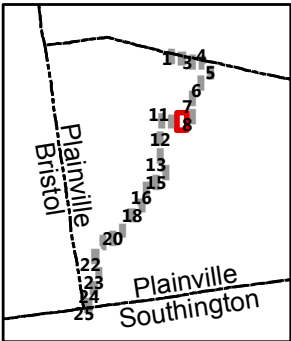


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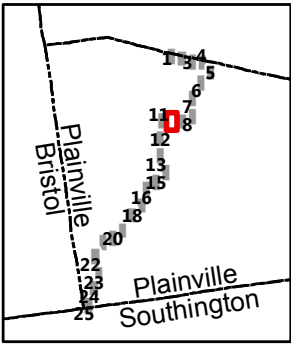


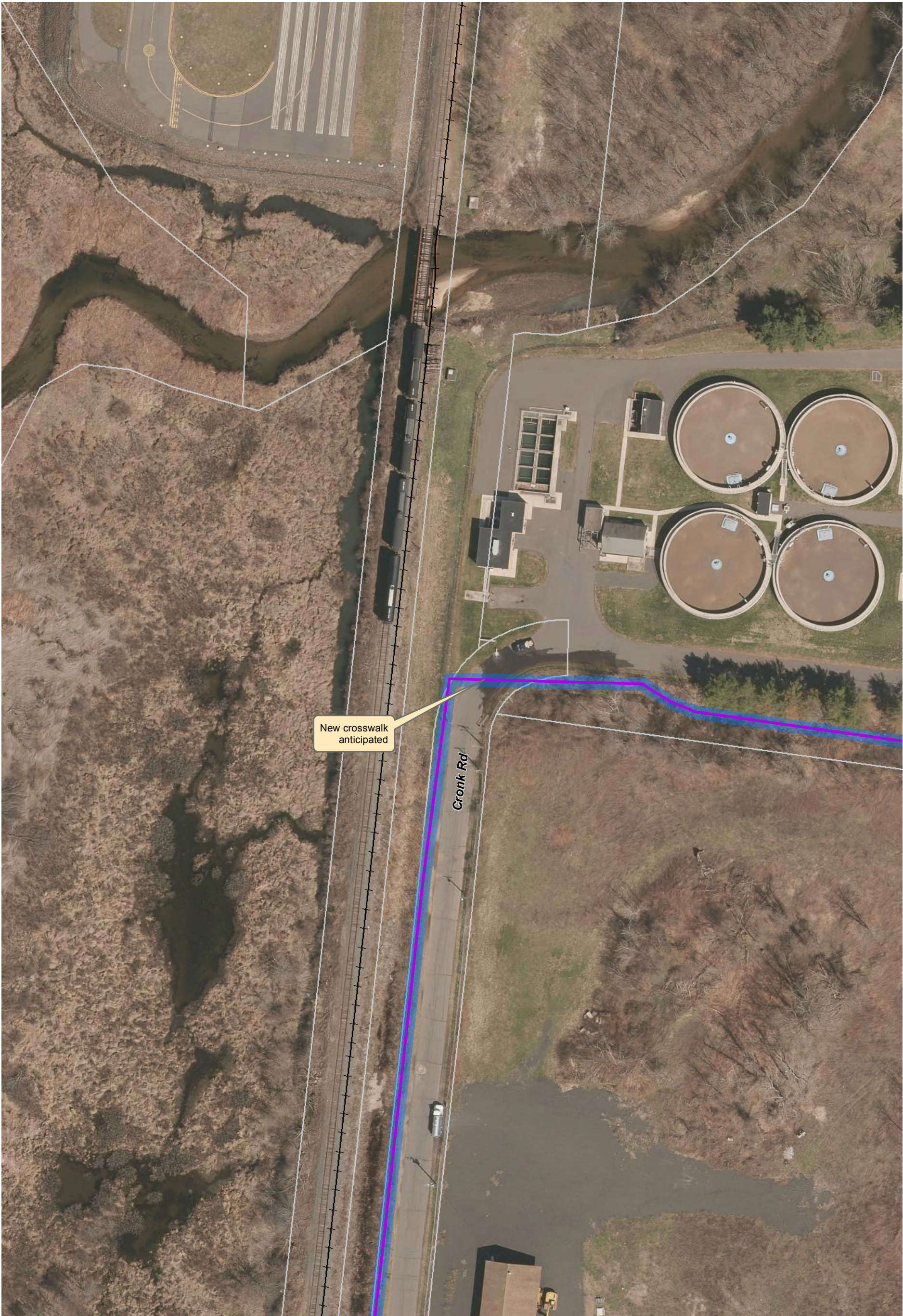


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- ↑ 0 25 50 100 Feet
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 - Railroad
 - 10- 12' multi-use trail
 - Town Boundary
 - Plainville Parcels

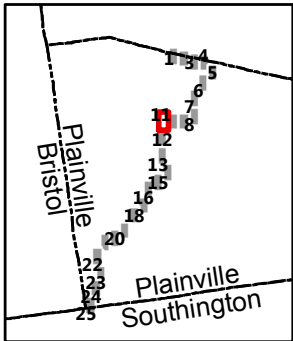
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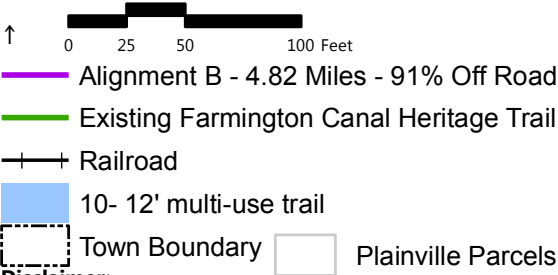
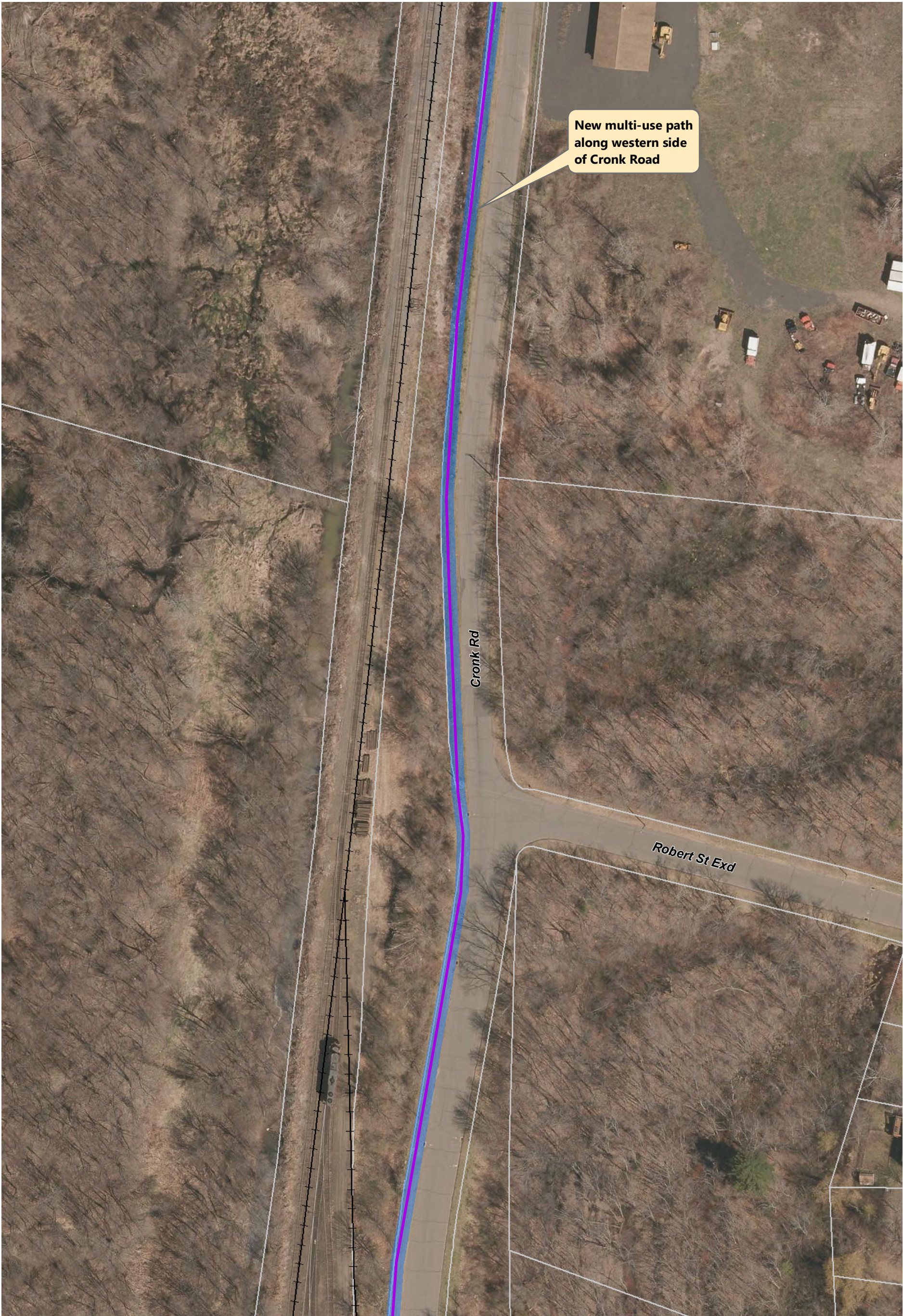




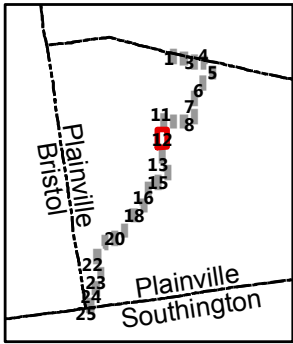
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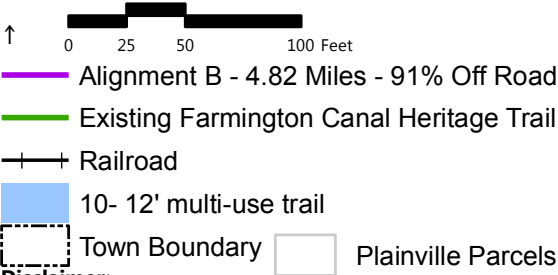
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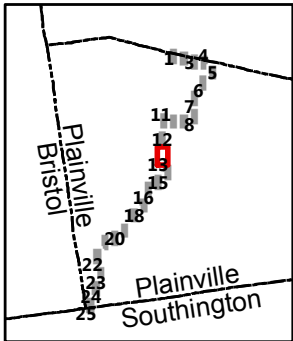


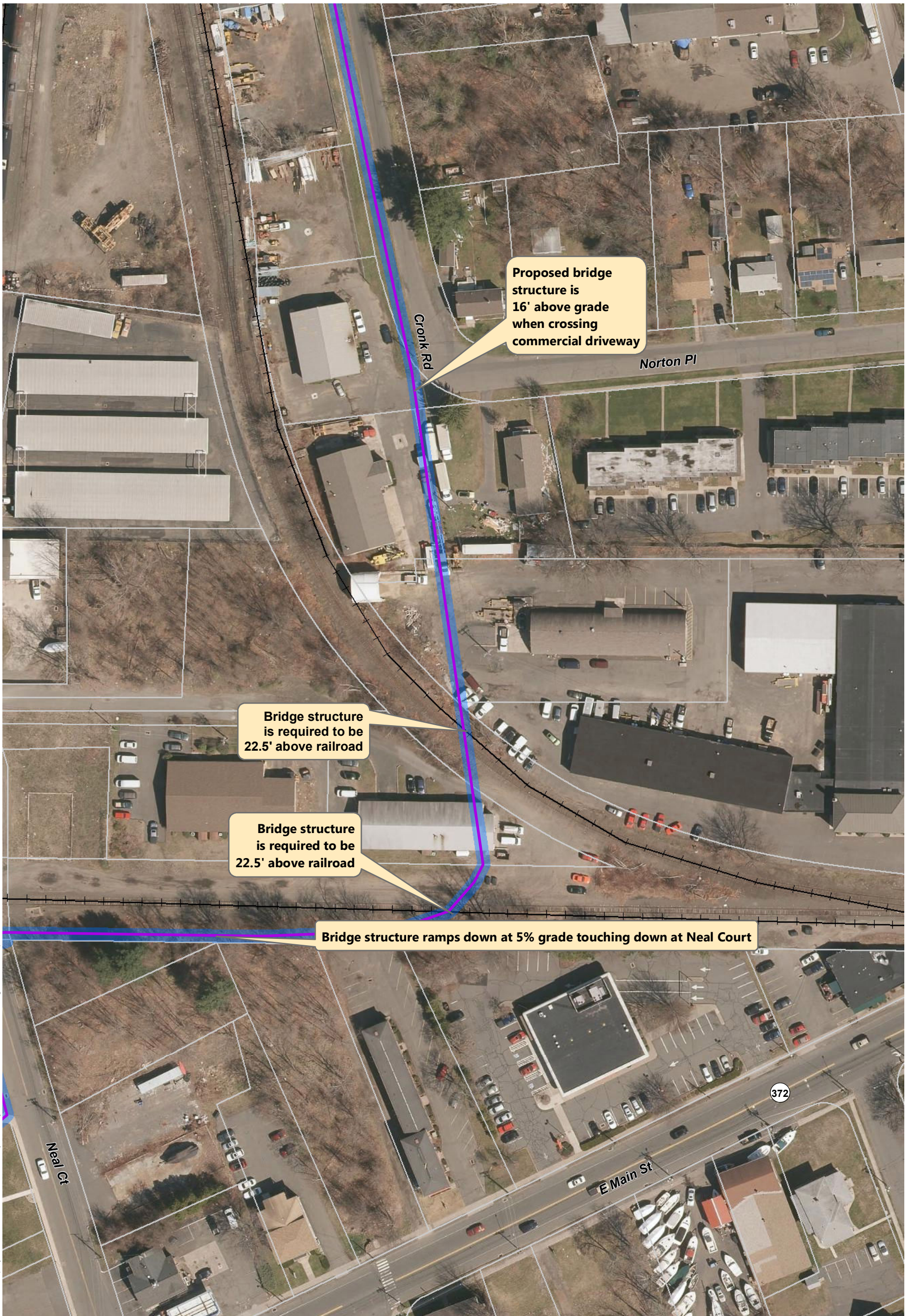
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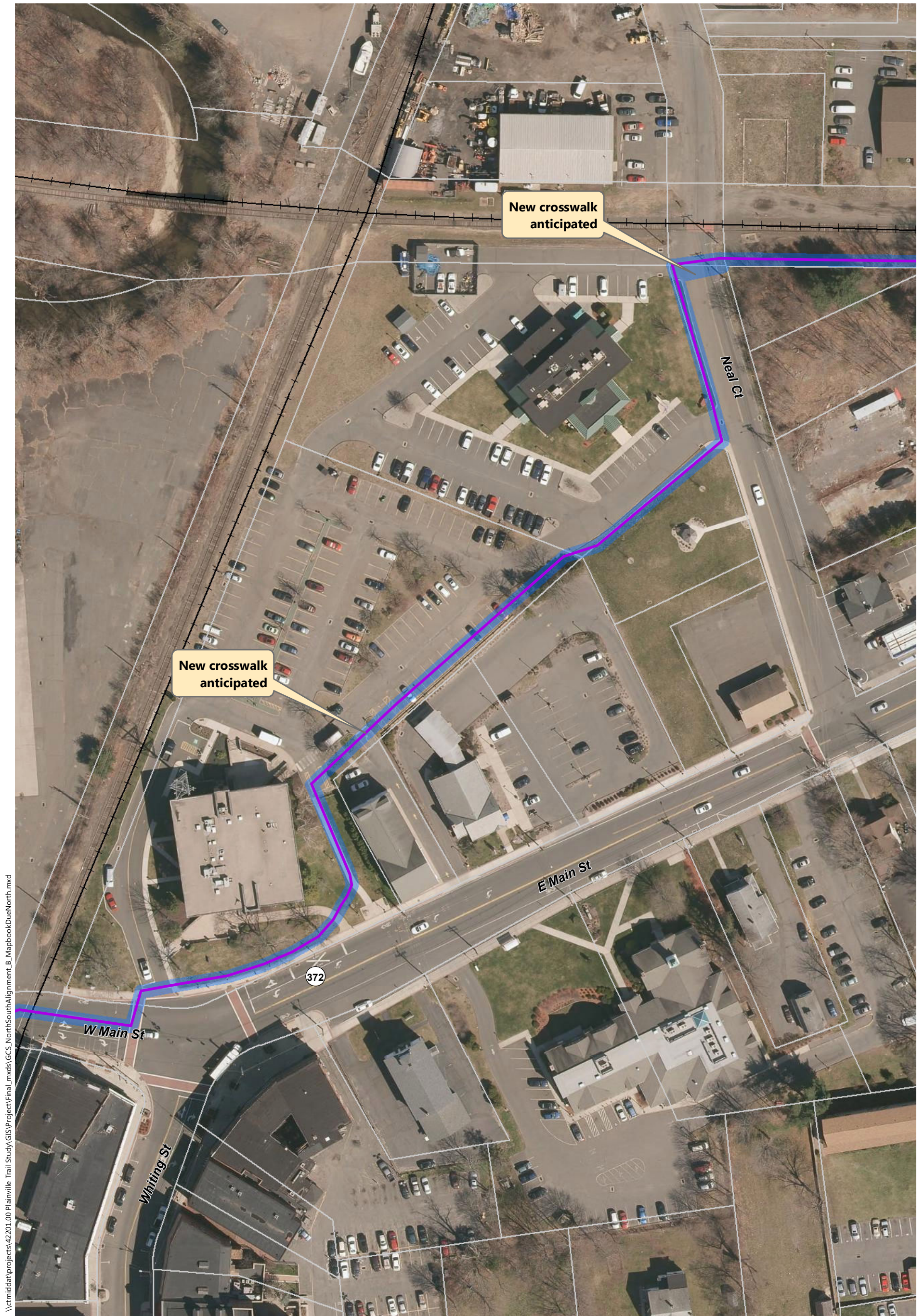




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↑
0 25 50 100 Feet

— Alignment B - 4.82 Miles - 91% Off Road

— Existing Farmington Canal Heritage Trail

— Railroad

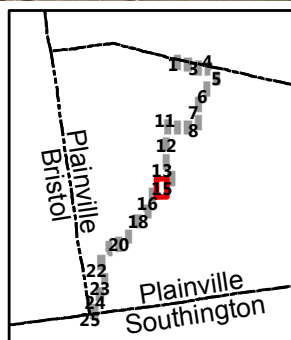
10- 12' multi-use trail

□ Town Boundary

□ Plainville Parcels

Disclaimer:

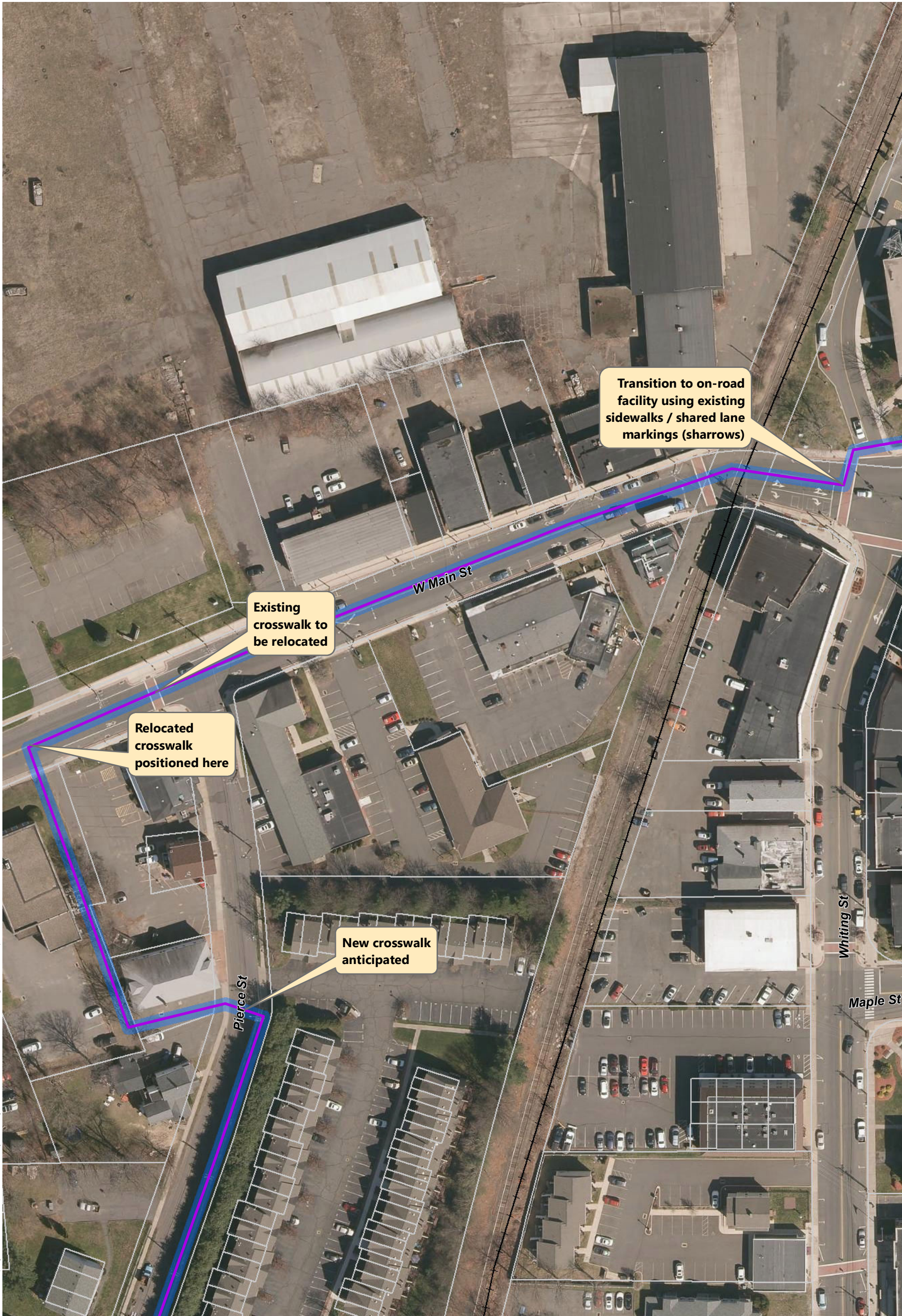
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Gap Closure Trail Study

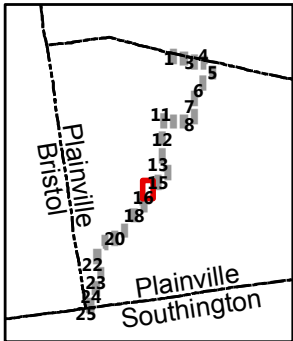
Hartford County, CT

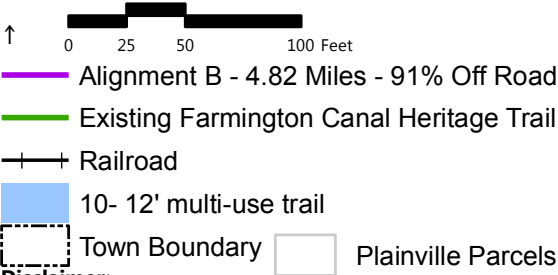
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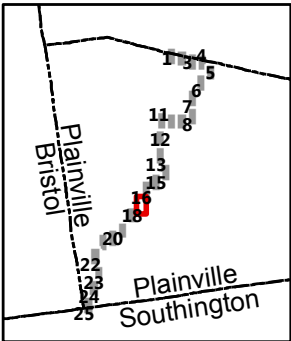
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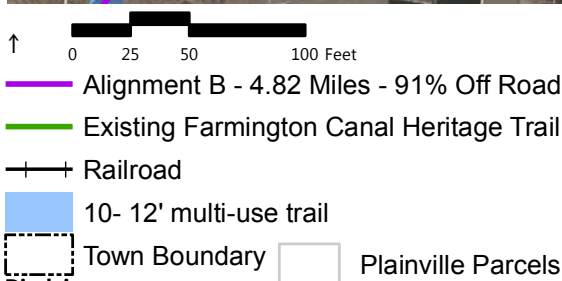
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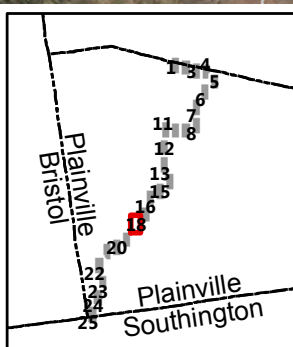


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Gap Closure Trail Study

Hartford County, CT

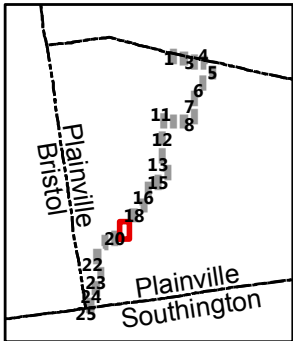
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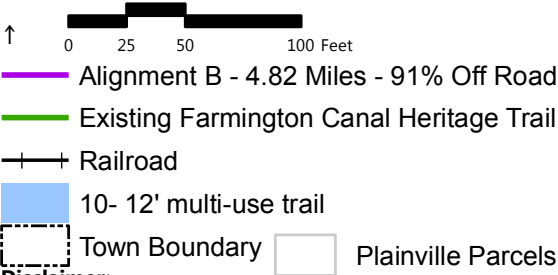


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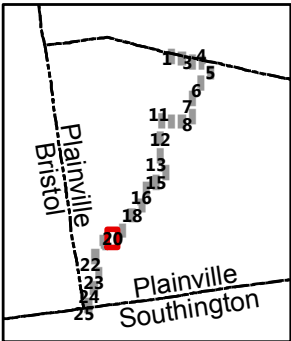
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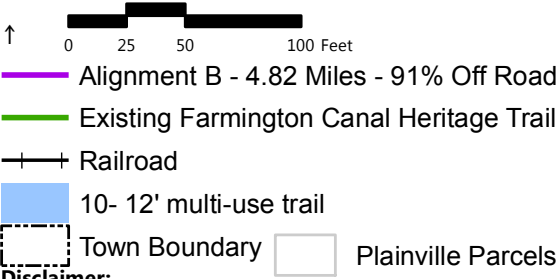
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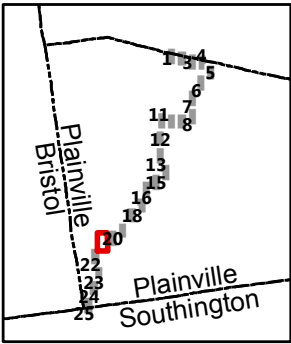


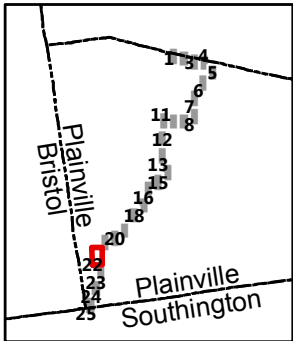
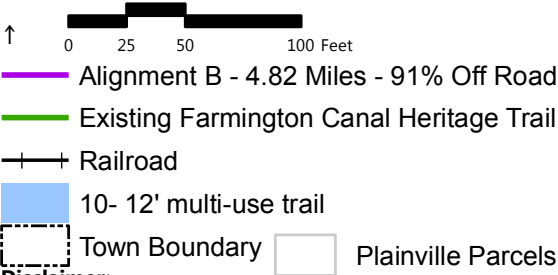
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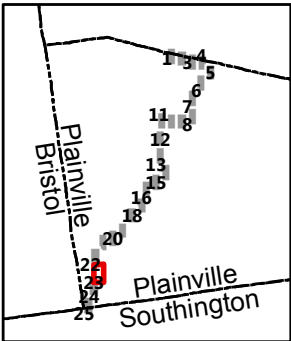


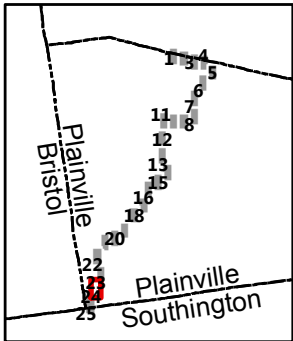


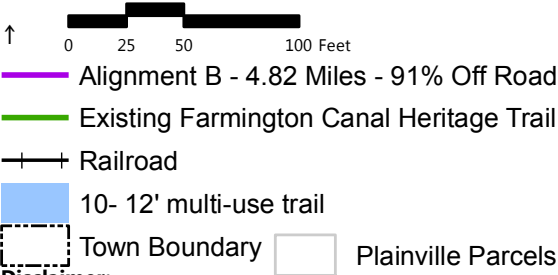
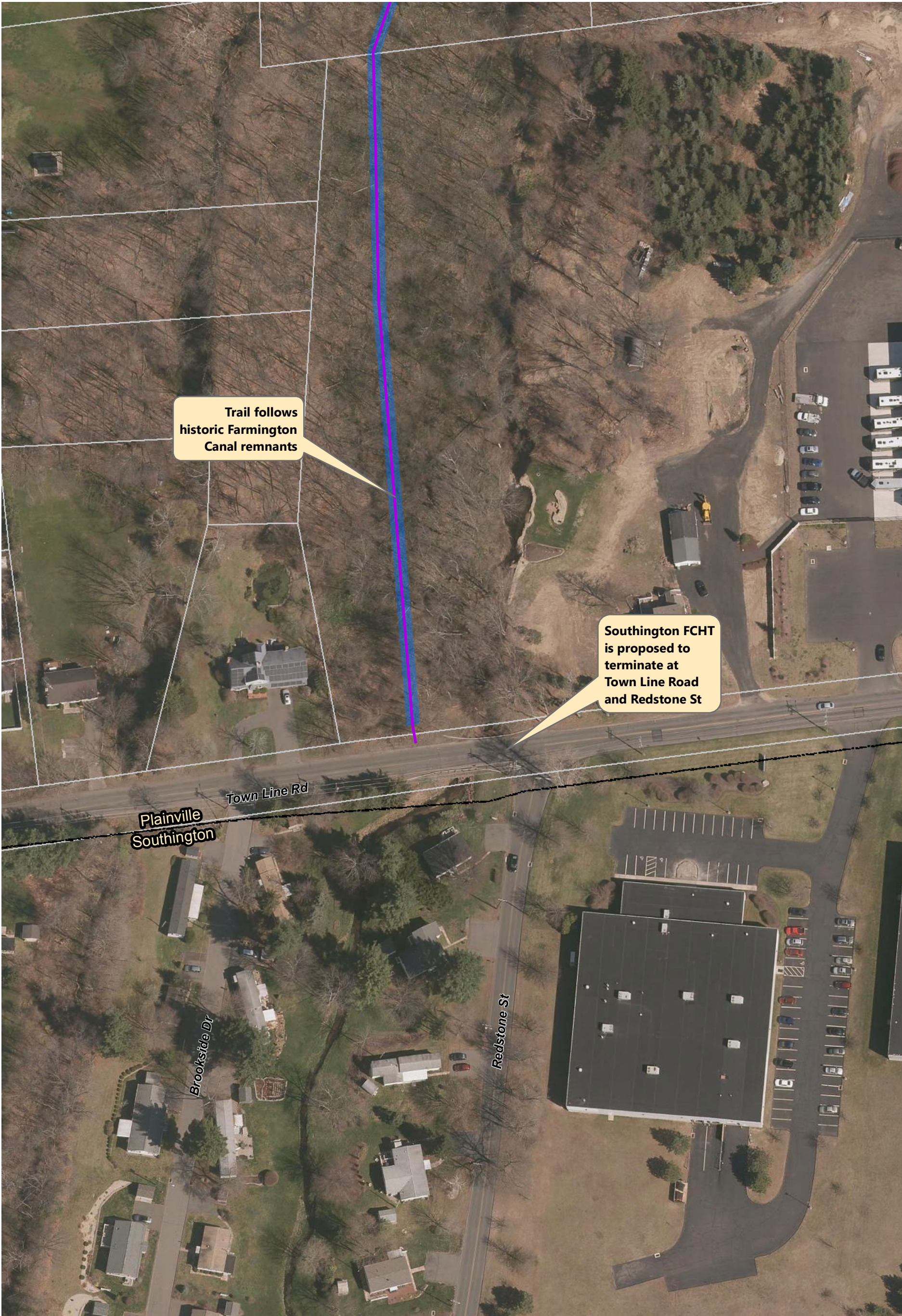
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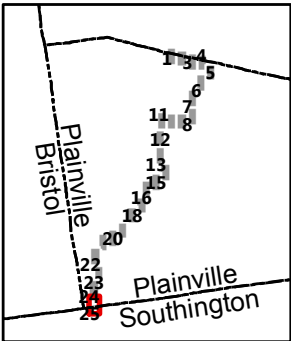
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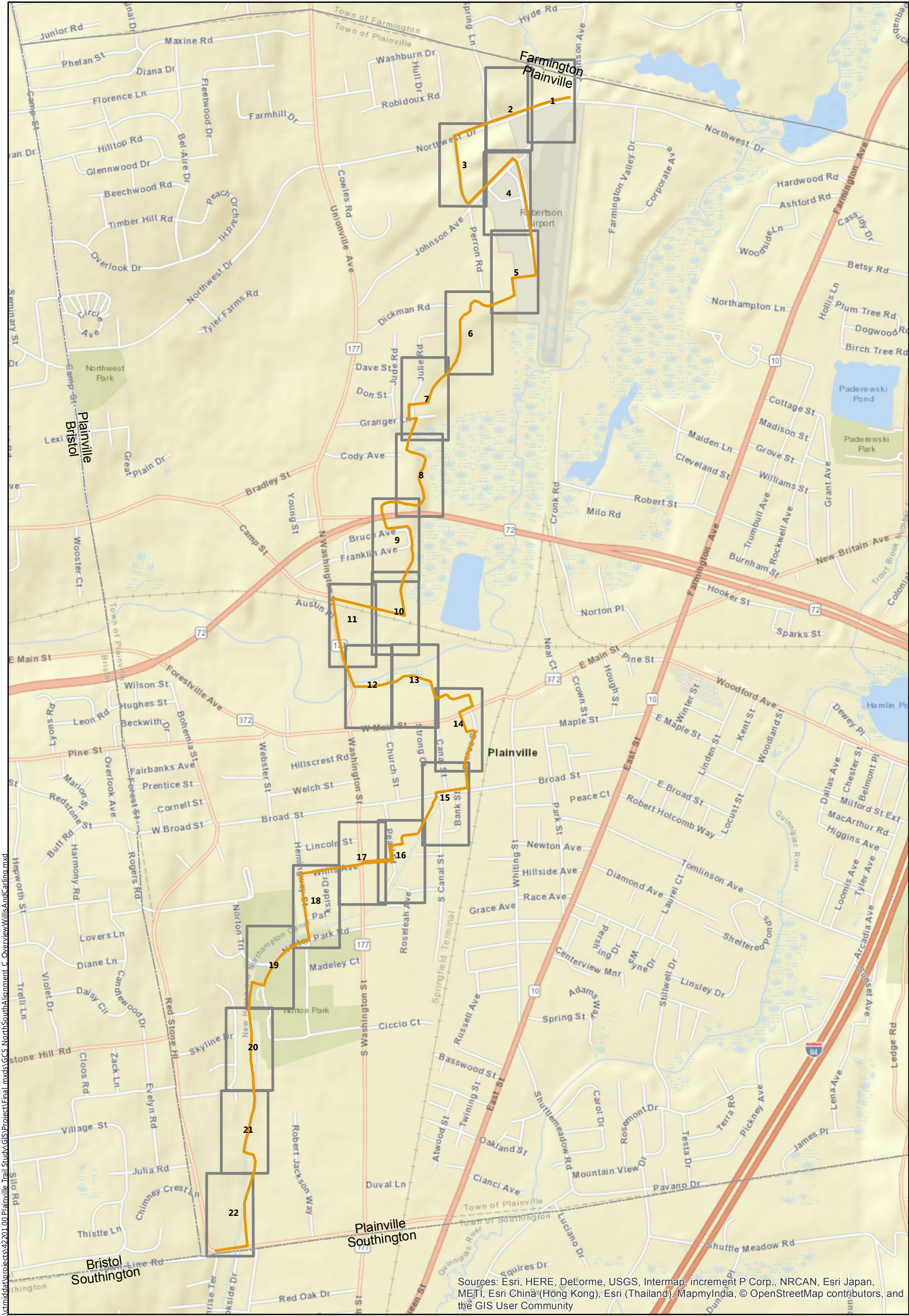






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Alignment C - 4.74 Miles - 100% Off Road

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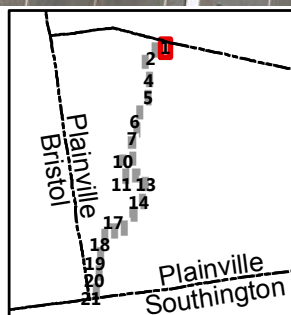
Project Statistics | **Alignment C - 4.74 Miles**

Alignment C is a proposed:

- 4.74 miles long,
- 10-12' wide,
- bituminous,
- 100% off road,



- ↑ 0 25 50 100 Feet
- Alignment C - 4.74 Miles - 100% Off Road
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 - Railroad
 - Plainville Parcels



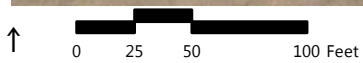
Gap Closure Trail Study | Hartford County, CT

Alignment C - 4.74 Miles

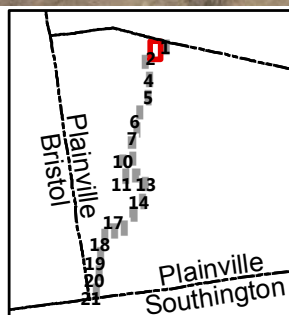
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Gap Closure Trail Study

Hartford County, CT

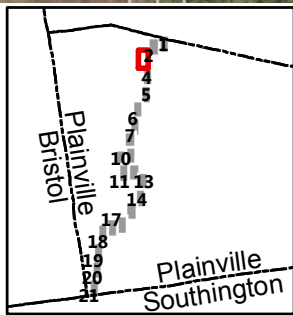
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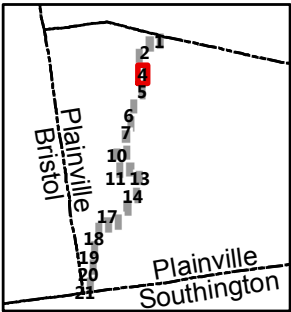
Gap Closure Trail Study | Hartford County, CT

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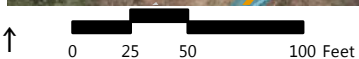
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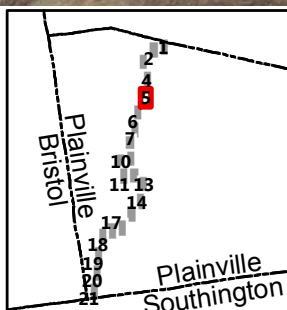
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Gap Closure Trail Study

Hartford County, CT

Alignment C - 4.74 Miles

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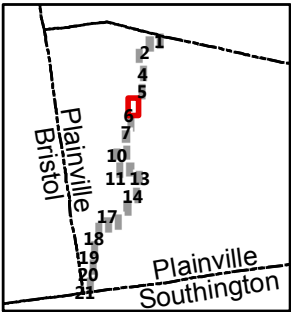
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Alignment C - 4.74 Miles - 100% Off Road

10-12' bituminous multi-use trail.

Railroad

Plainville Parcels



Gap Closure Trail Study

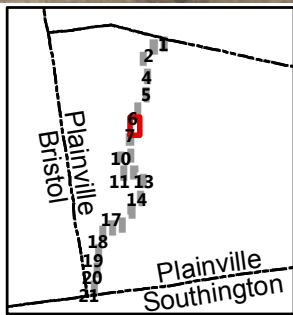
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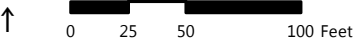
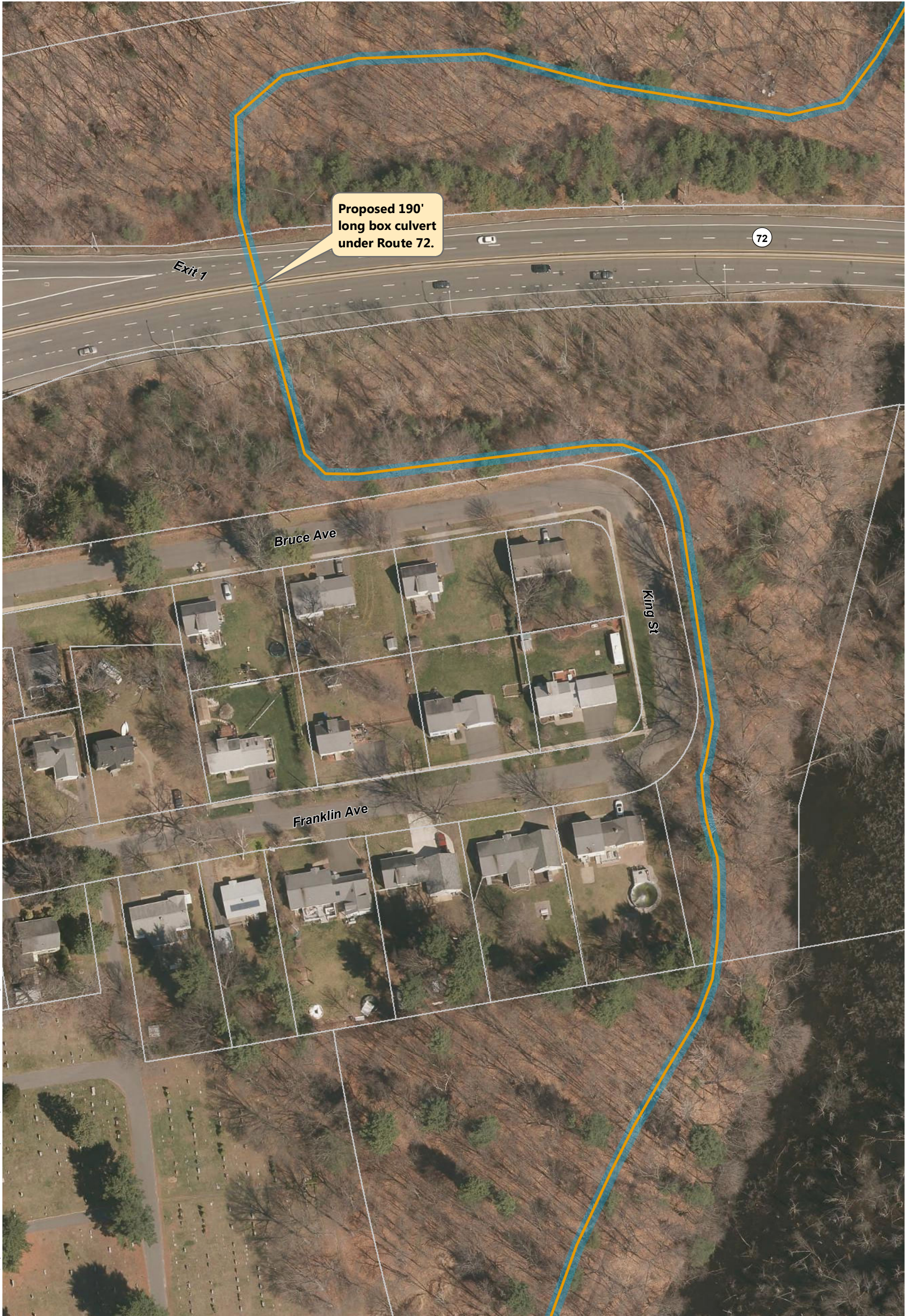
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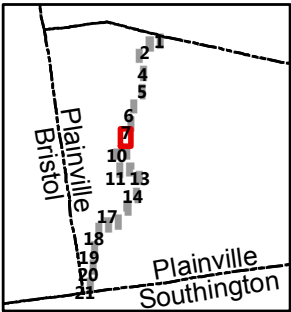
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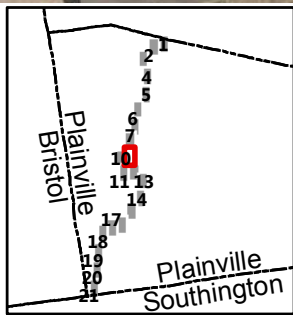
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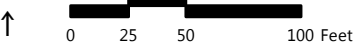
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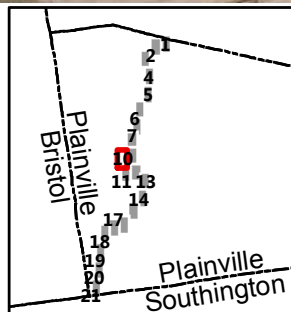
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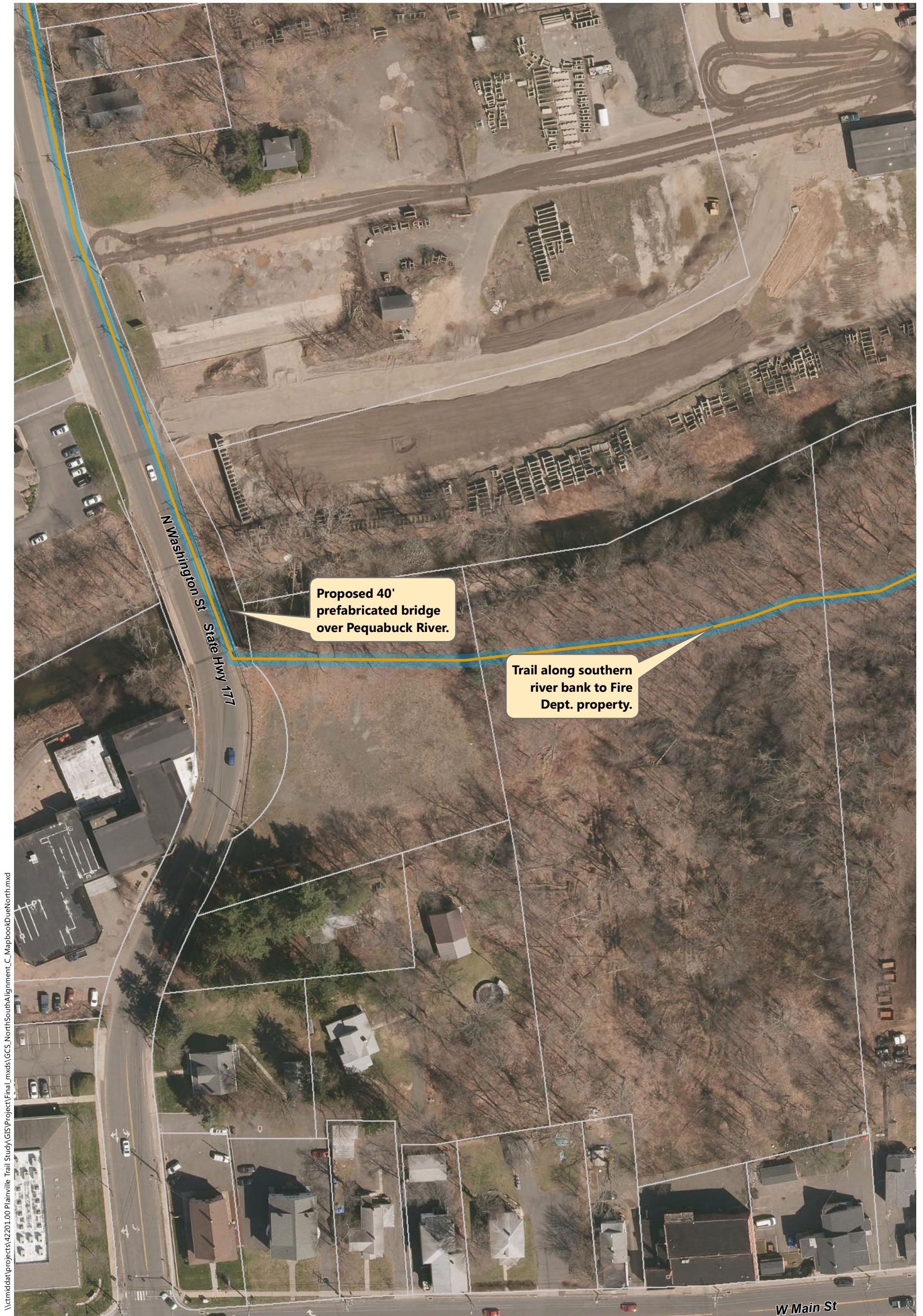
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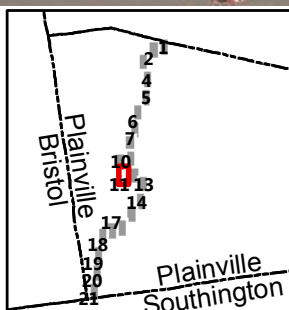
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Gap Closure Trail Study

Hartford County, CT

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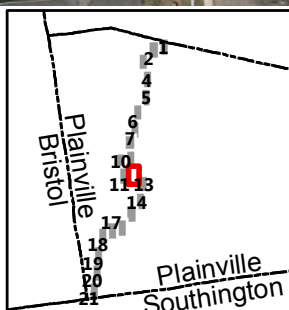
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Hartford County, CT

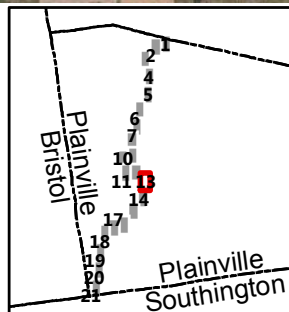
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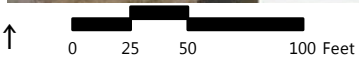


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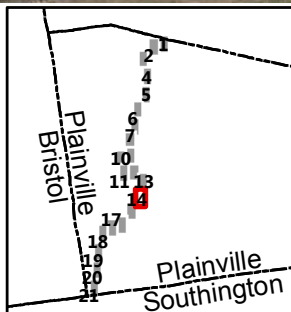
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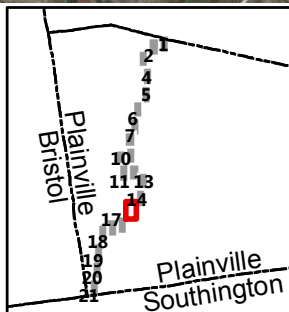
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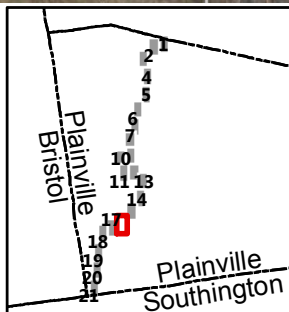
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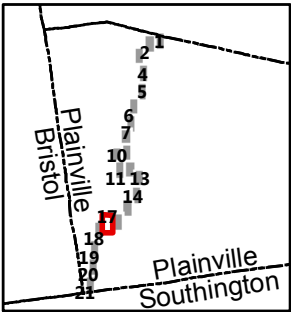
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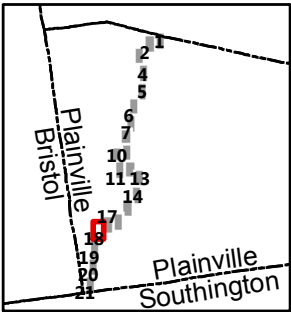
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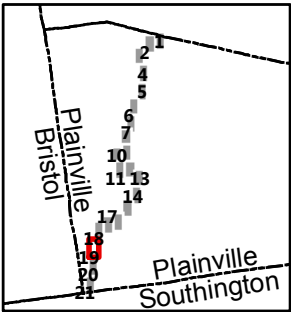
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\\c:\mdata\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxd\GCS_NorthSouthAlignment_C_MapbookDueNorth.mxd



- Alignment C - 4.74 Miles - 100% Off Road
- 10-12' bituminous multi-use trail.
- Railroad
- Plainville Parcels



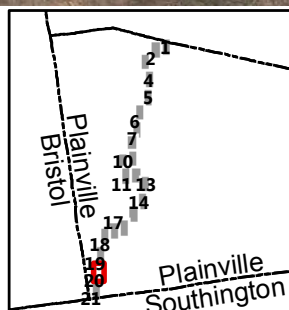
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- 10-12' bituminous multi-use trail.
- Railroad
- Plainville Parcels



Gap Closure Trail Study

Hartford County, CT

Alignment C - 4.74 Miles

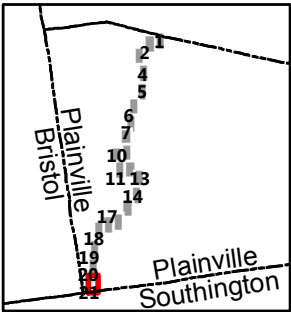
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Southington FCHT
is proposed to
terminate at
Town Line Road
and Redstone St

↑ 0 25 50 100 Feet

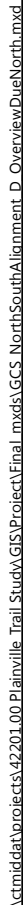
- Alignment C - 4.74 Miles - 100% Off Road
- 10-12' bituminous multi-use trail.
- +— Railroad
- Plainville Parcels



Gap Closure Trail Study | Hartford County, CT

Alignment C - 4.74 Miles

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Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Hartford County, CT

Alignment D - 5.63 Miles

- 5.63 miles long,
- 12' wide,
- 84% off road.

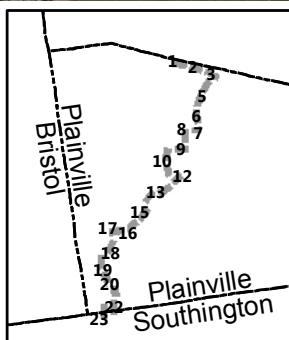
Disclaimer: The alignment shown is preliminary and for planning purposes only. Alignments are subject to change as the planning study progresses.



0 25 50 100 Feet

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

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Gap Closure Trail Study

Hartford County, CT

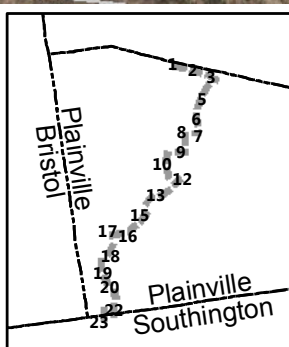
Alignment D - 5.63 Miles



↑
0 25 50 100 Feet

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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

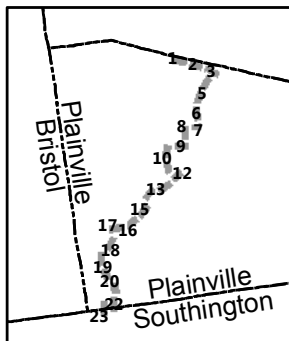


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Gap Closure Trail Study

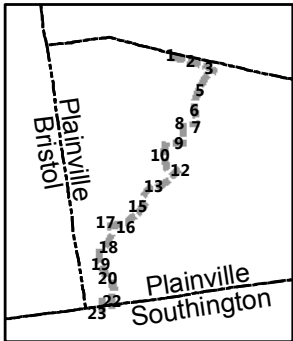
Hartford County, CT

Alignment D - 5.63 Miles



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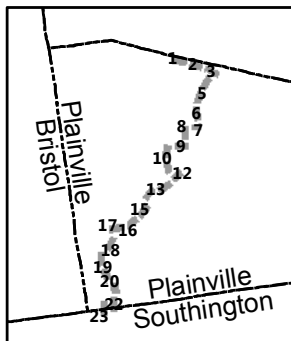
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Gap Closure Trail Study | Hartford County, CT

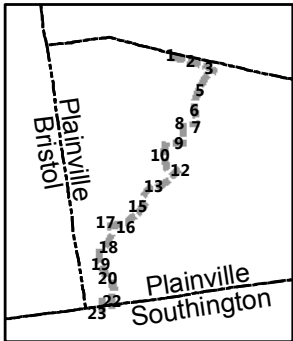
Alignment D - 5.63 Miles



0 25 50 100 Feet

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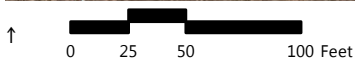


Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

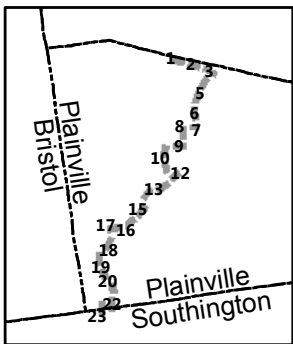


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- Alignment D - 5.62 Miles
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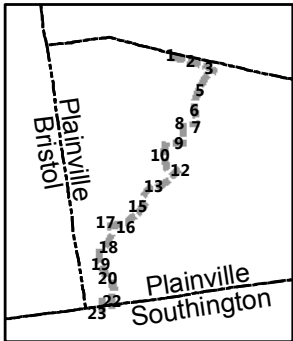
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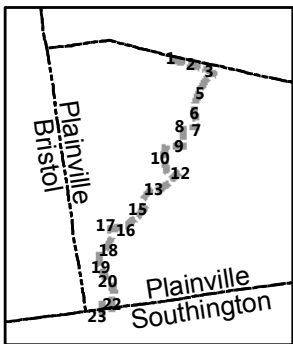
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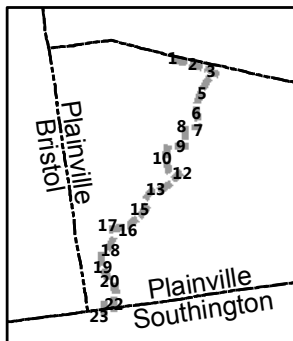
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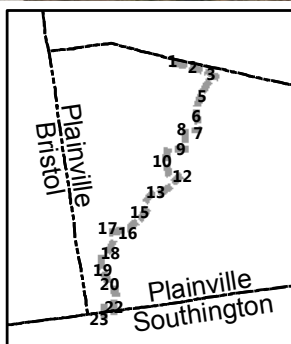




↑
0 25 50 100 Feet

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Gap Closure Trail Study

Hartford County, CT

Alignment D - 5.63 Miles

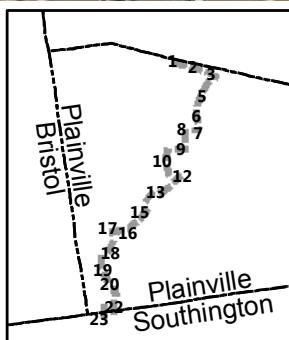


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↑
0 25 50 100 Feet

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Gap Closure Trail Study | Hartford County, CT

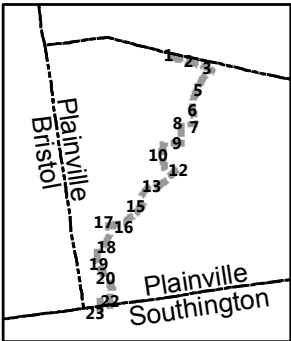
Alignment D - 5.63 Miles



0 25 50 100 Feet

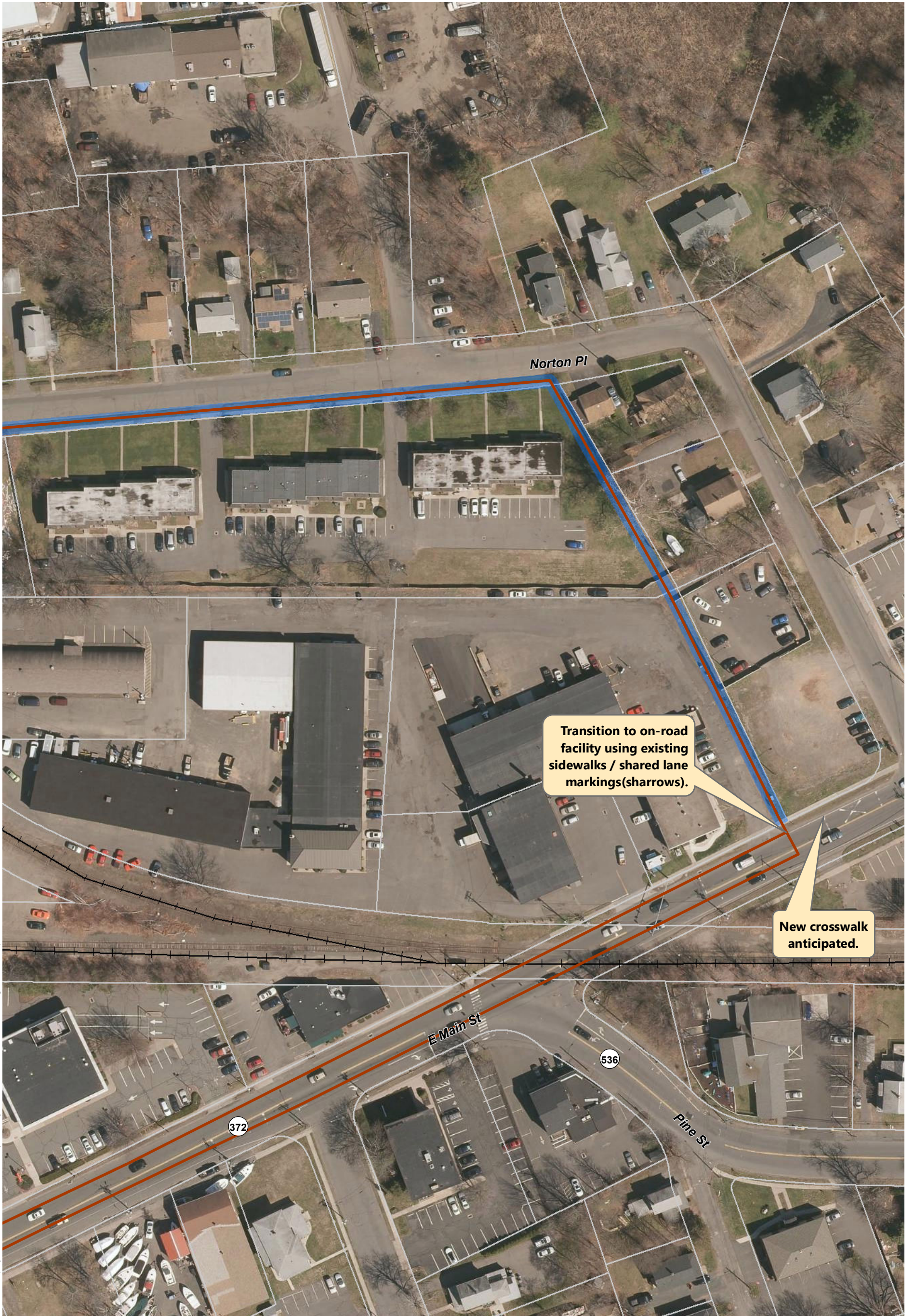
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Gap Closure Trail Study | Hartford County, CT

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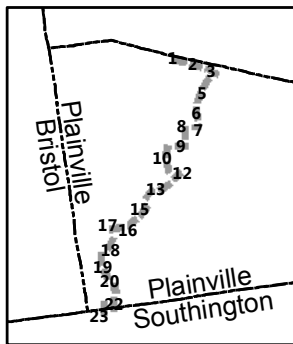


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↑ 0 25 50 100 Feet

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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

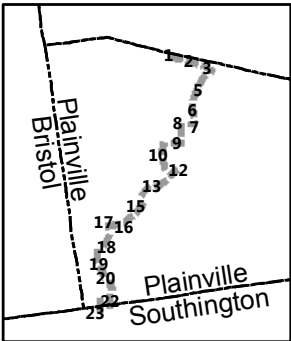


Alignment utilizes
existing sidewalks and
shared lane markings



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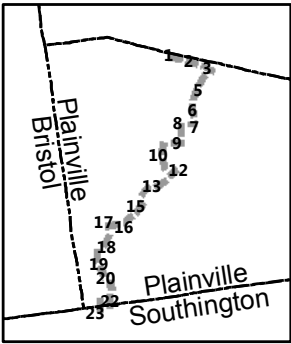
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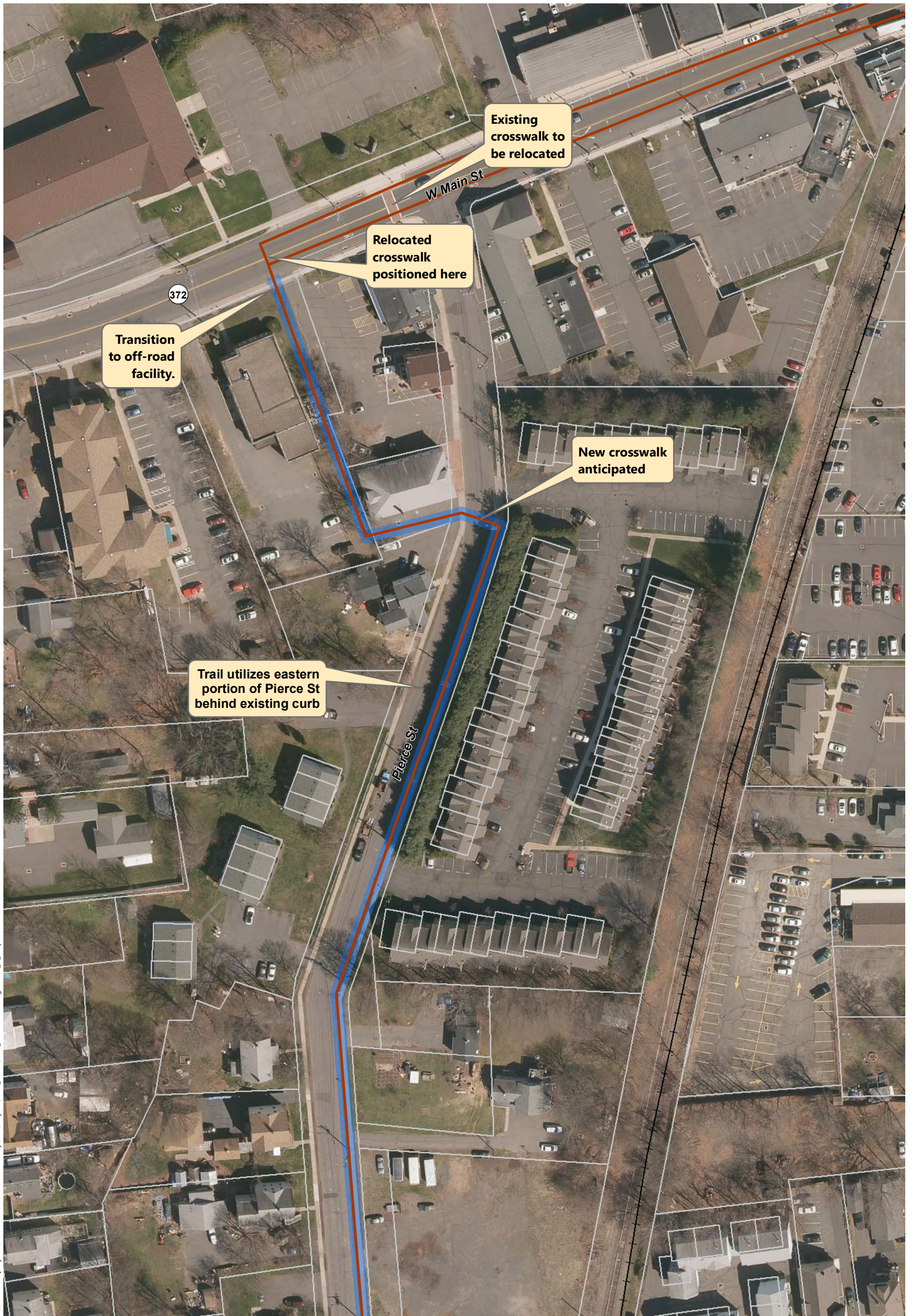




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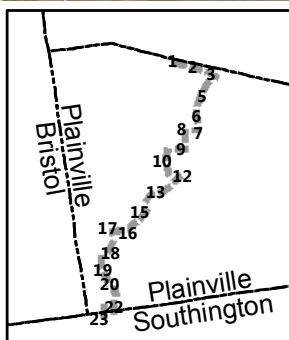


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↑ 0 25 50 100 Feet

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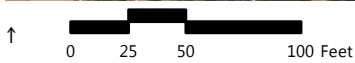
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Gap Closure Trail Study

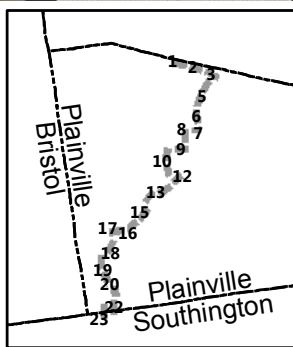
Hartford County, CT

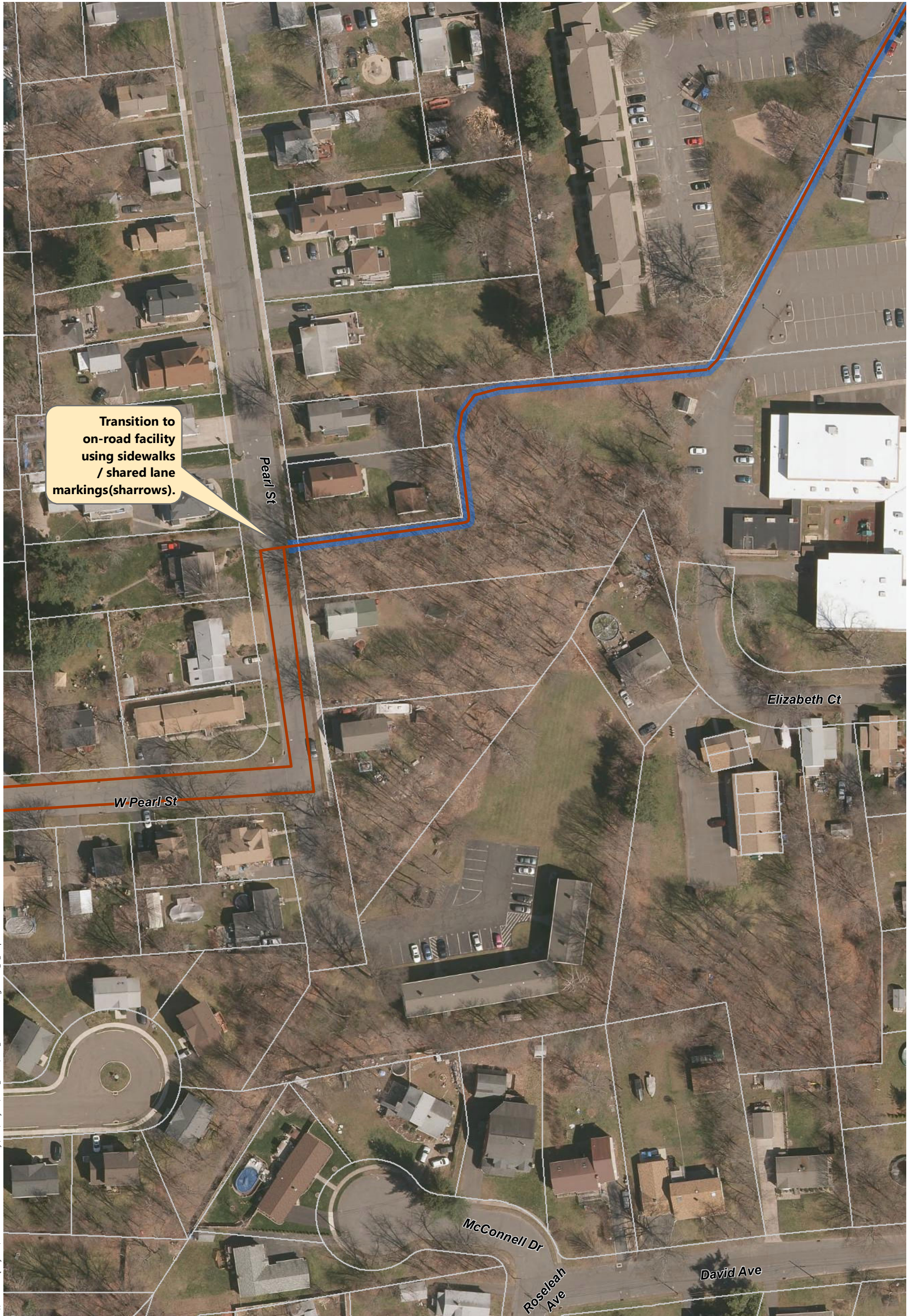
Alignment D - 5.63 Miles



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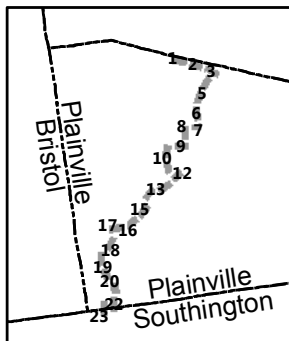


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↑
0 25 50 100 Feet

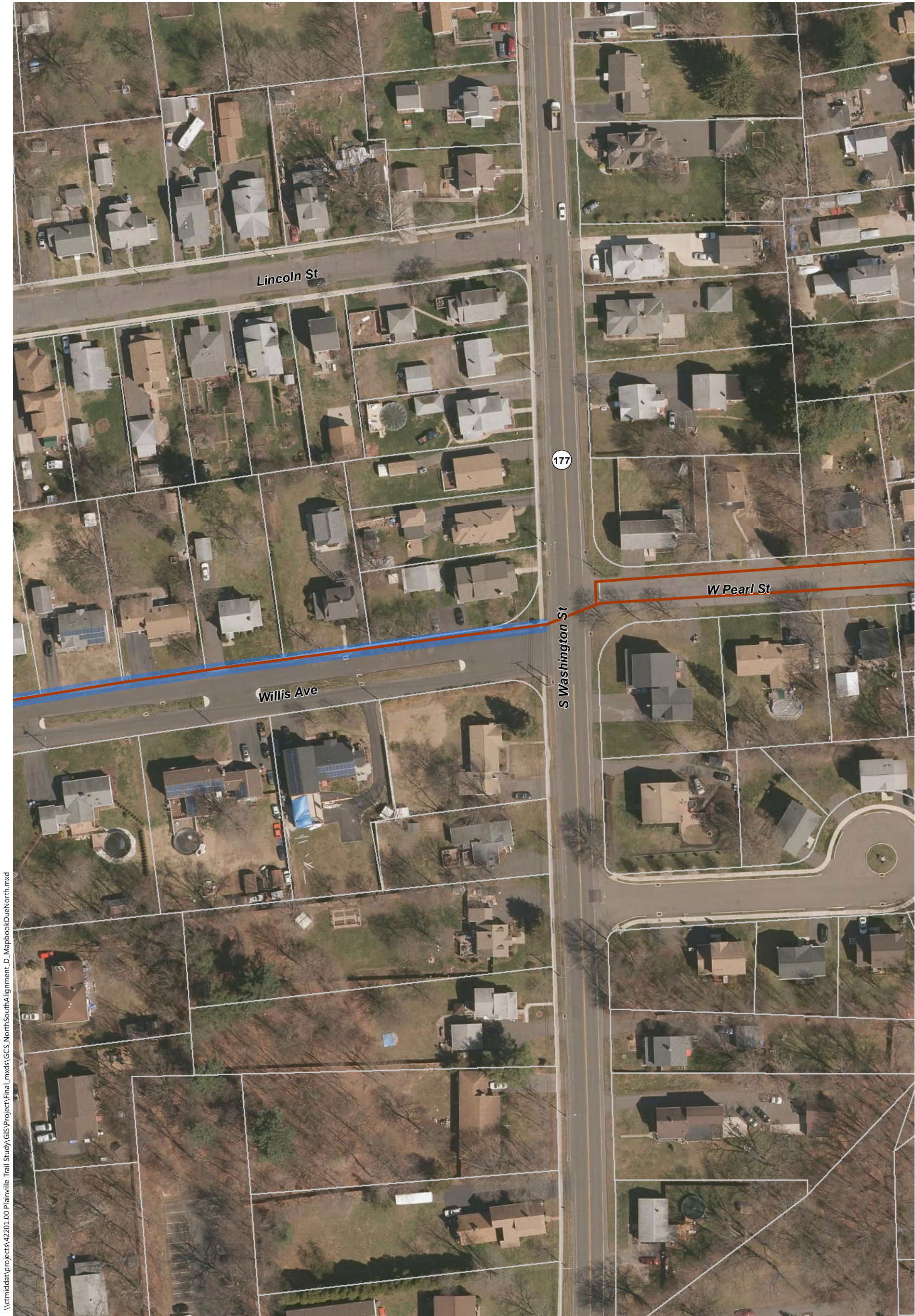
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Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles

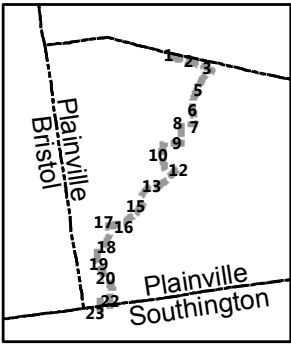


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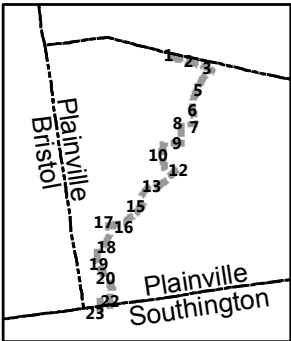
Gap Closure Trail Study | Hartford County, CT

Alignment D - 5.63 Miles



- Alignment D - 5.62 Miles
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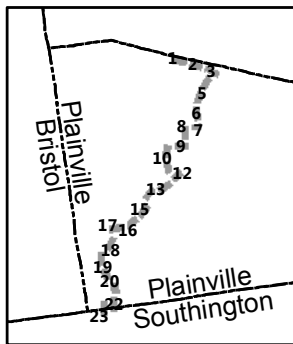
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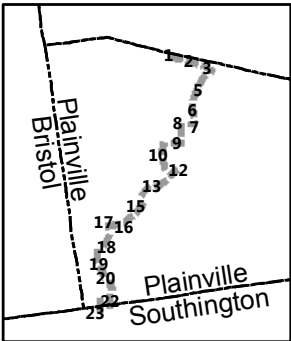


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Gap Closure Trail Study | Hartford County, CT

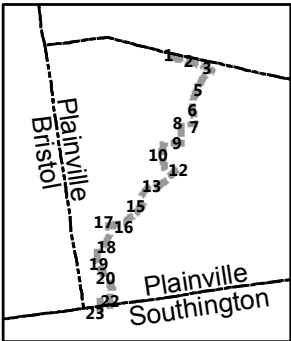
Alignment D - 5.63 Miles



↑
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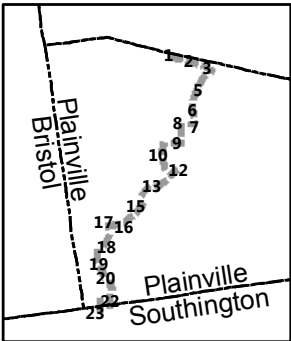


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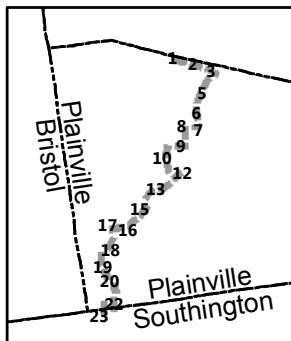
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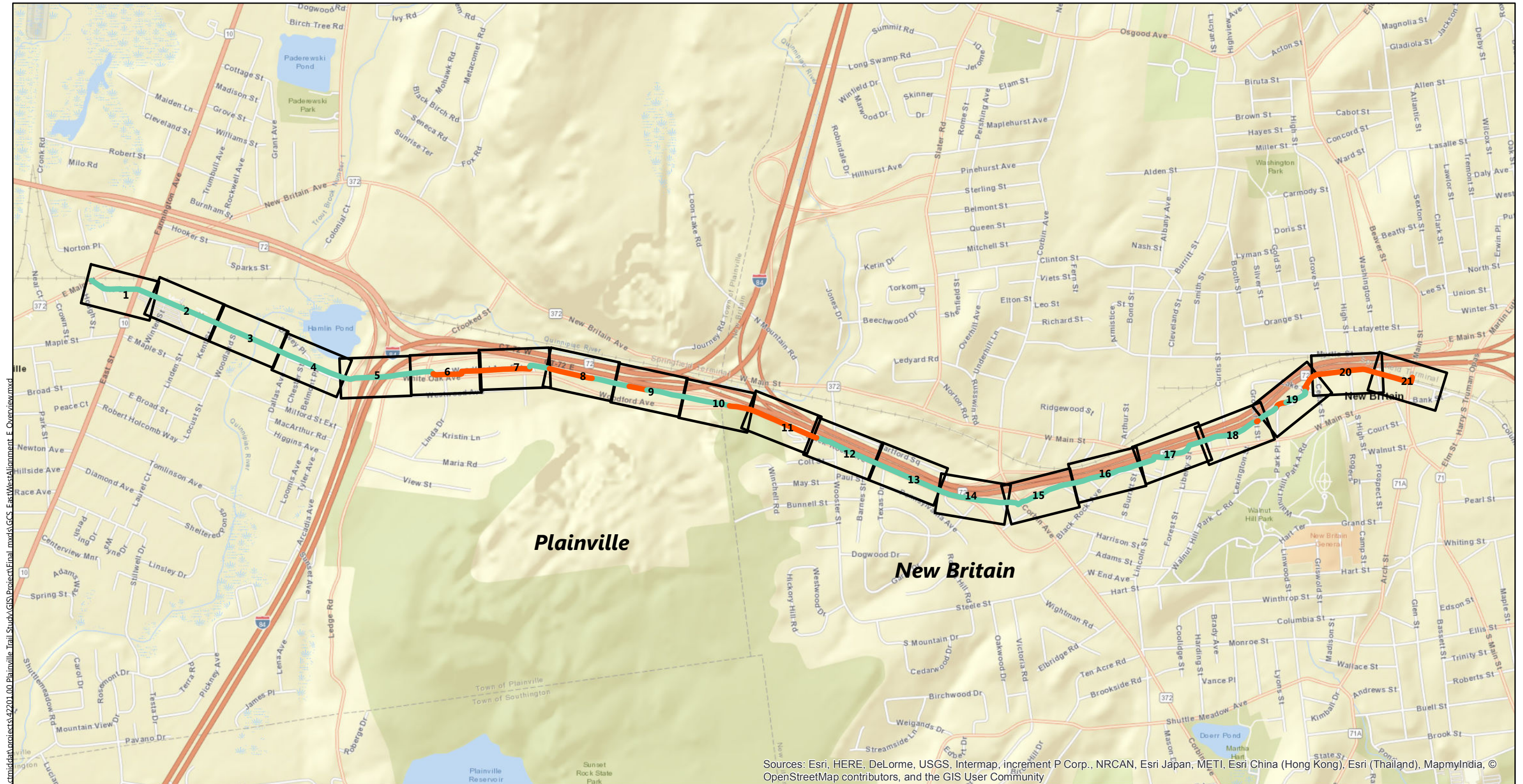
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Appendix D: Short List of Alternatives – New Britain

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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

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

Project Statistics

Alignment E is a proposed:

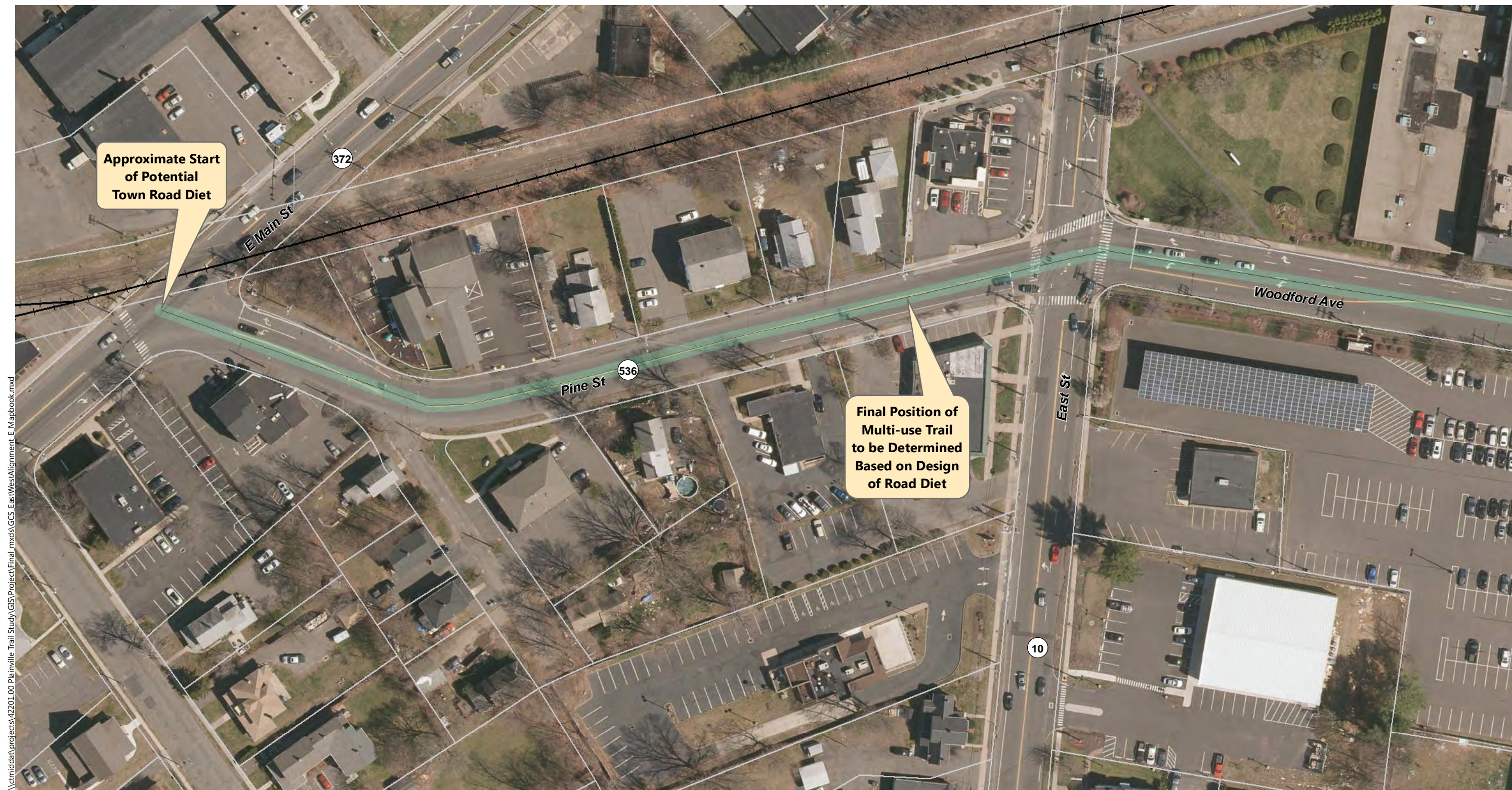
- 4.49 miles long,
- 10-12' wide,
- bituminous,
- 92% off road,
- 72% on DOT property

Hartford County, CT

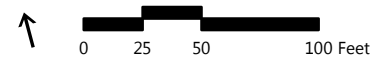
Alignment E - 4.49 Miles

Source Information:

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

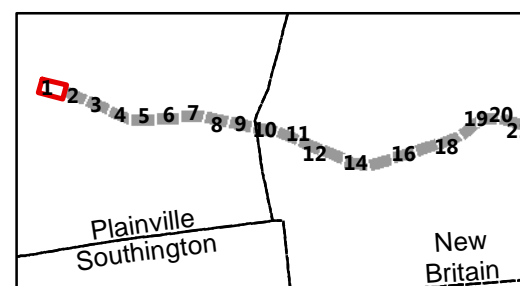


\\cmiddat\projects\42201.00 Plainville Trail Study\GIS\Project\Final_mxd\GCS_EastWest\Alignment_E_Mapbook.mxd



- 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



Gap Closure Trail Study

Hartford County, CT

Alignment E - 4.49 Miles

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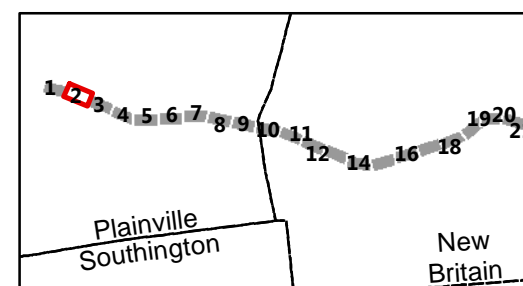


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Gap Closure Trail Study

Hartford County, CT

Alignment E - 4.49 Miles

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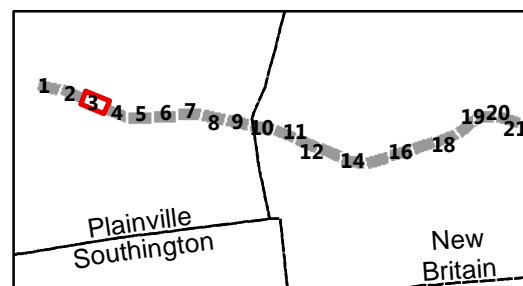


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Gap Closure Trail Study

Hartford County, CT

Alignment E - 4.49 Miles

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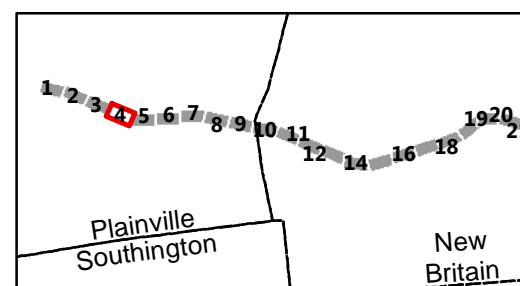


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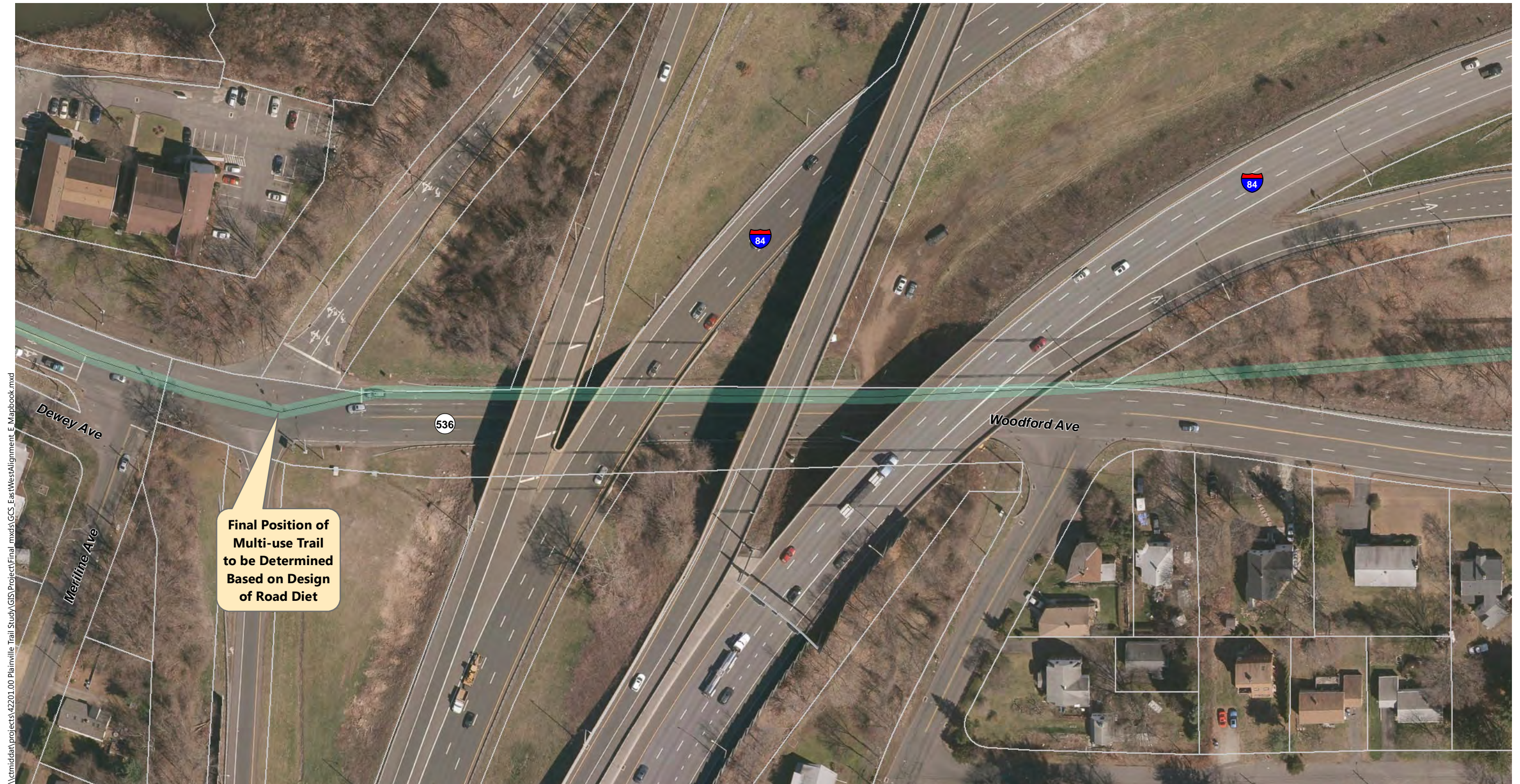
Gap Closure Trail Study

Hartford County, CT

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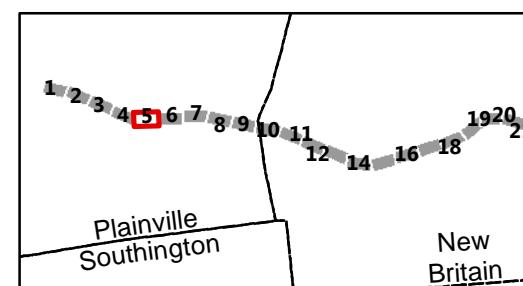


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- Alignment E
- Existing Bike Lanes - Columbus Blvd

- Town Boundary
- Railroad
- Parcels



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

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

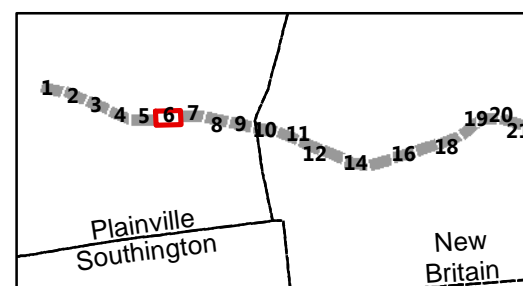


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Hartford County, CT

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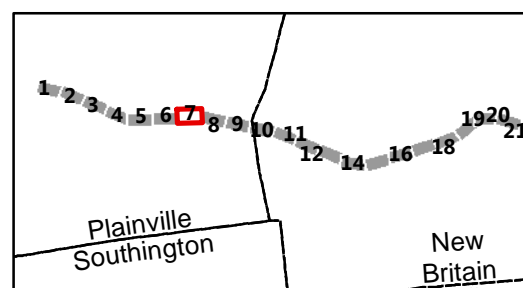


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Hartford County, CT

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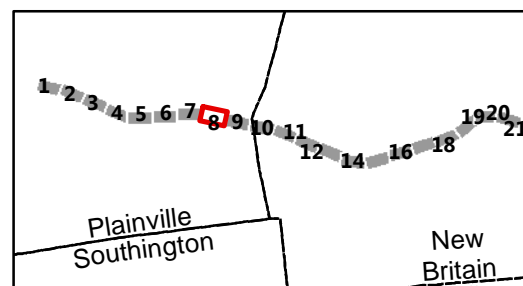


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Gap Closure Trail Study

Hartford County, CT

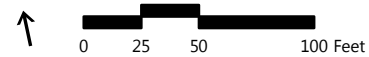
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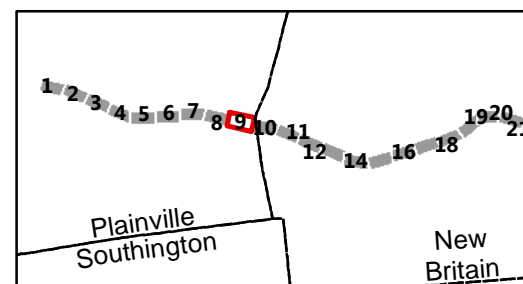


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Gap Closure Trail Study

Hartford County, CT

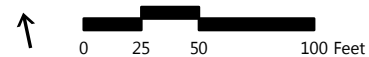
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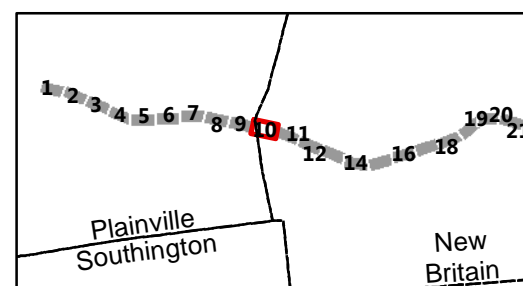


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Hartford County, CT

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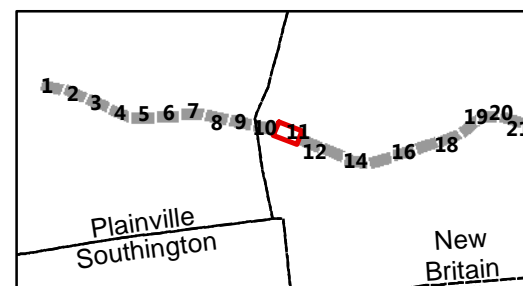


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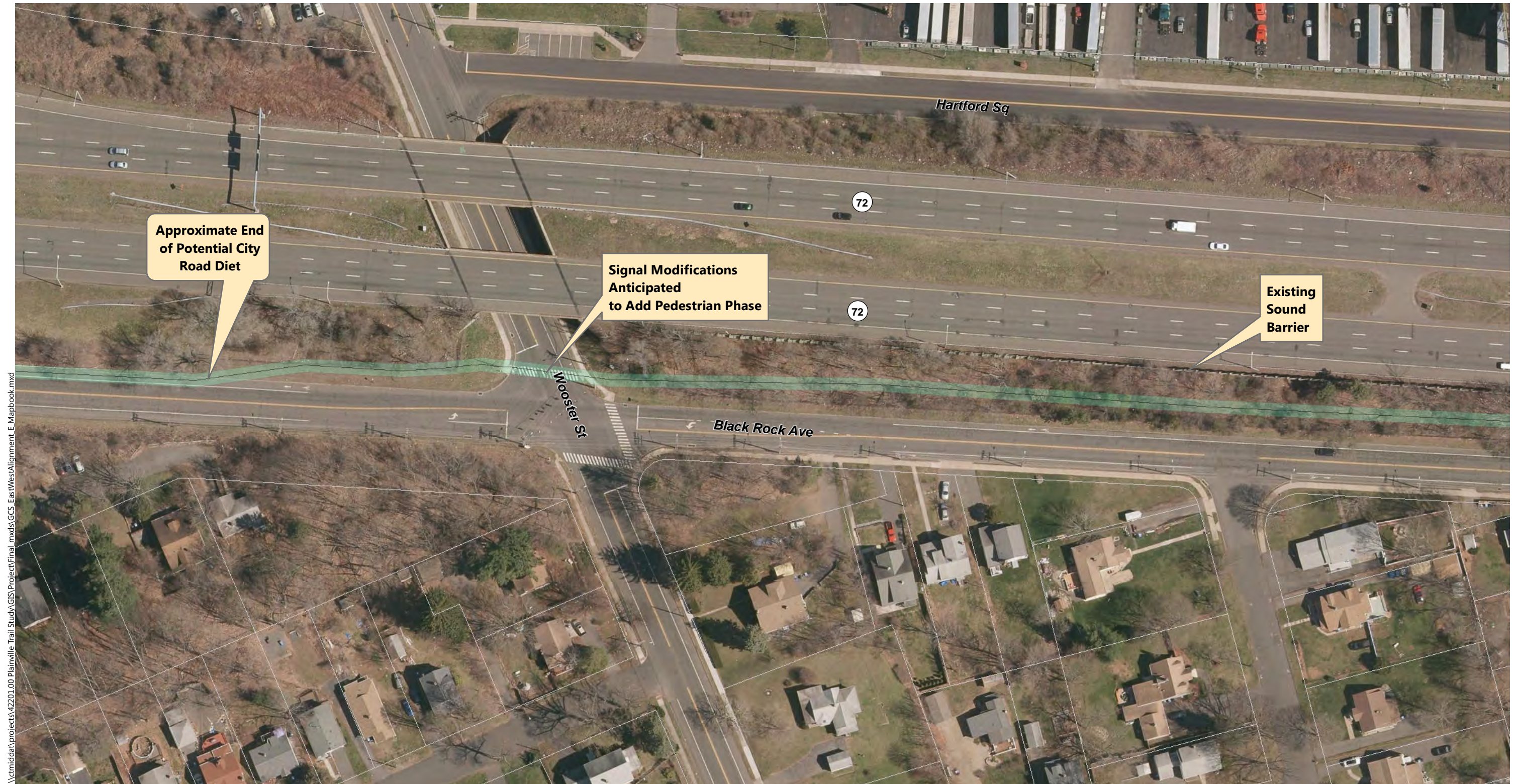
Gap Closure Trail Study

Hartford County, CT

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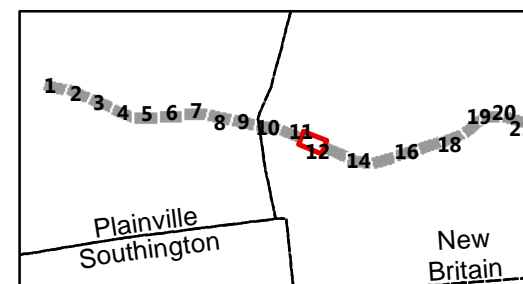


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Hartford County, CT

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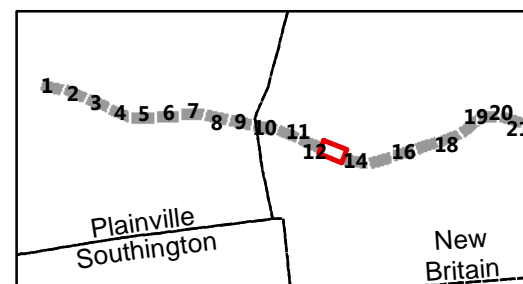


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Hartford County, CT

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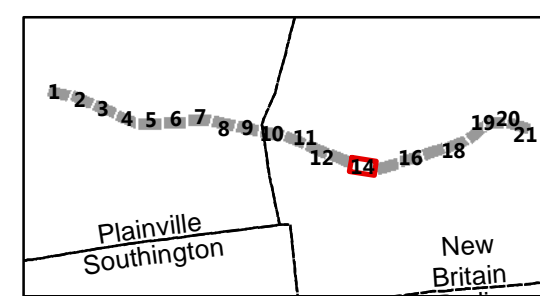


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Hartford County, CT

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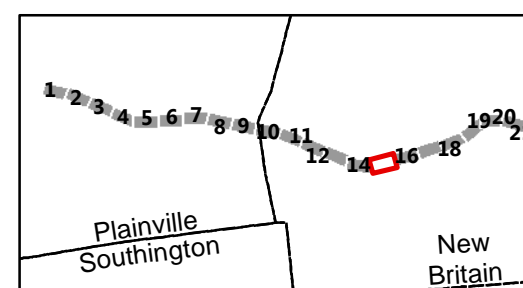


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Gap Closure Trail Study

Hartford County, CT

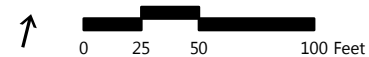
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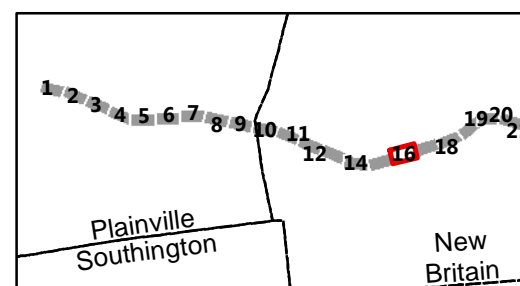


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Gap Closure Trail Study

Hartford County, CT

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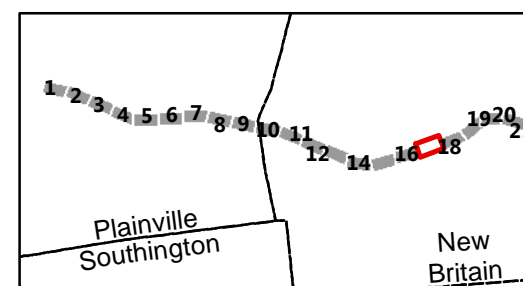


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Hartford County, CT

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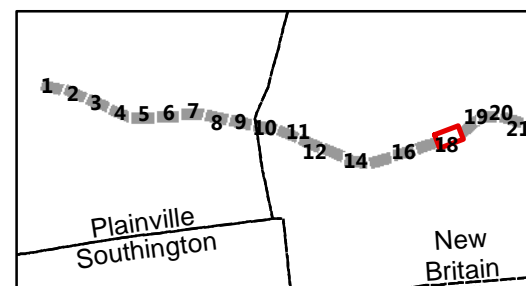


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Hartford County, CT

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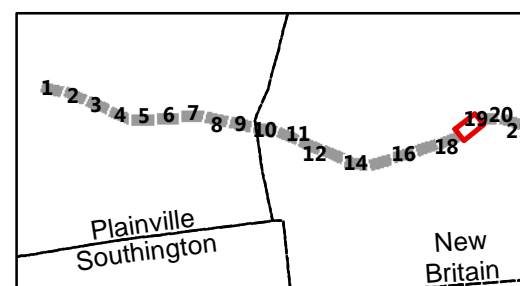


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Hartford County, CT

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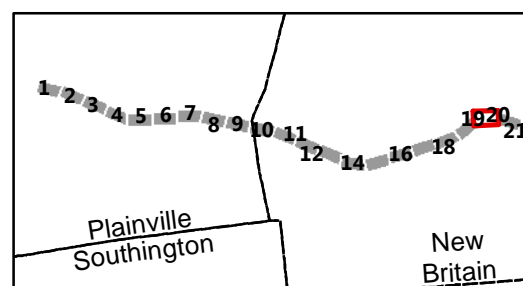


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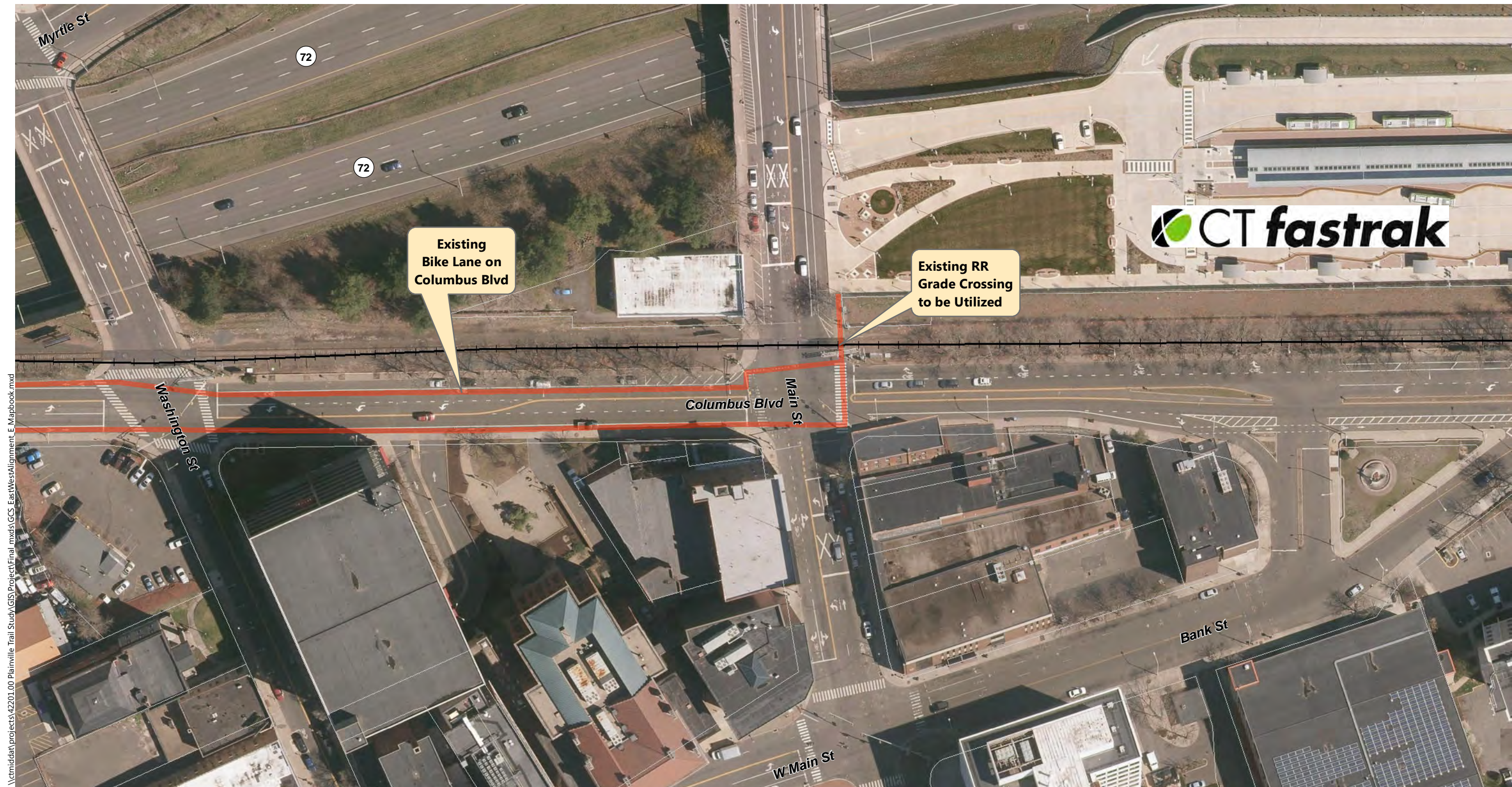
Gap Closure Trail Study

Hartford County, CT

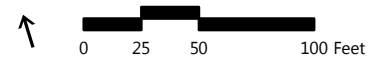
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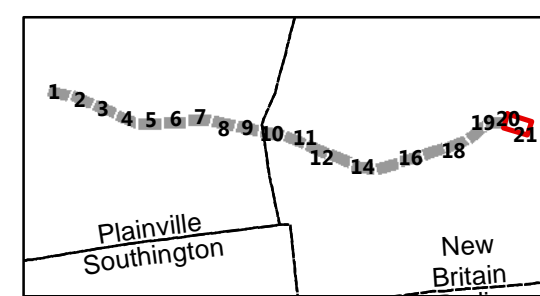


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Gap Closure Trail Study | Hartford County, CT

Alignment E - 4.49 Miles

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— Alignment F - 4.4 miles - 25% off-road

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Gap Closure Trail Study

Project Statistics

Alignment F is a proposed:

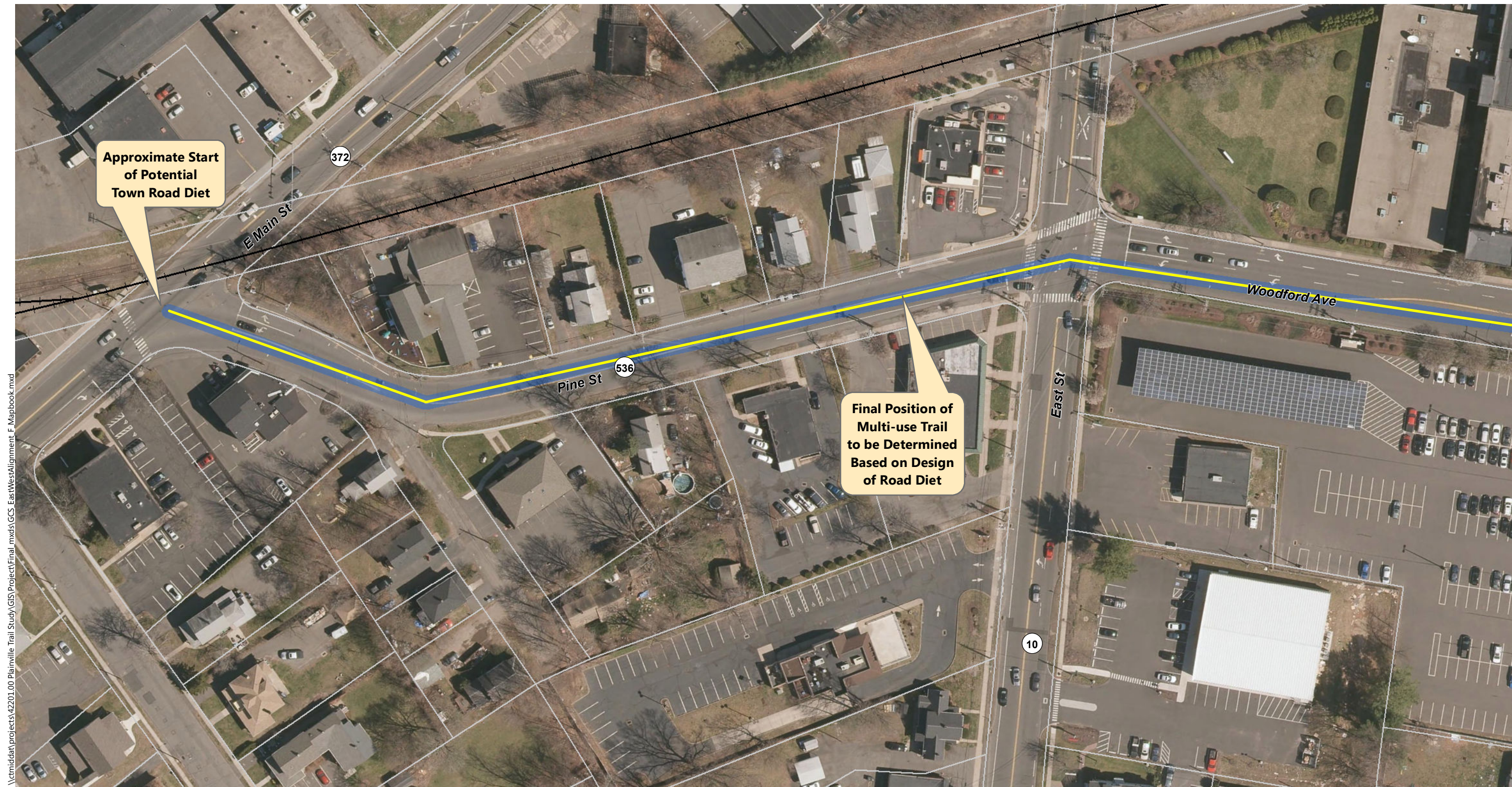
- 4.4 miles long,
- 12' wide,
- bituminous,
- ??% off road,
- 0% on DOT property

Hartford County, CT

Alignment F - 4.4 Miles

Source Information:

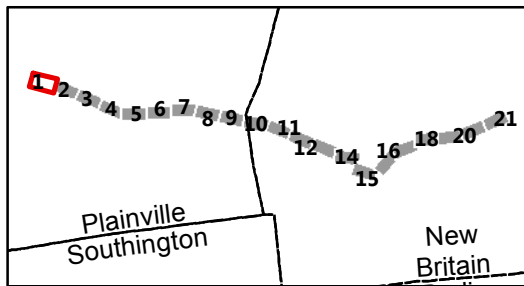
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- Alignment F
- 1.25 miles of 12' bituminous multi-use trail
- Town Boundary
- Railroad
- Parcels

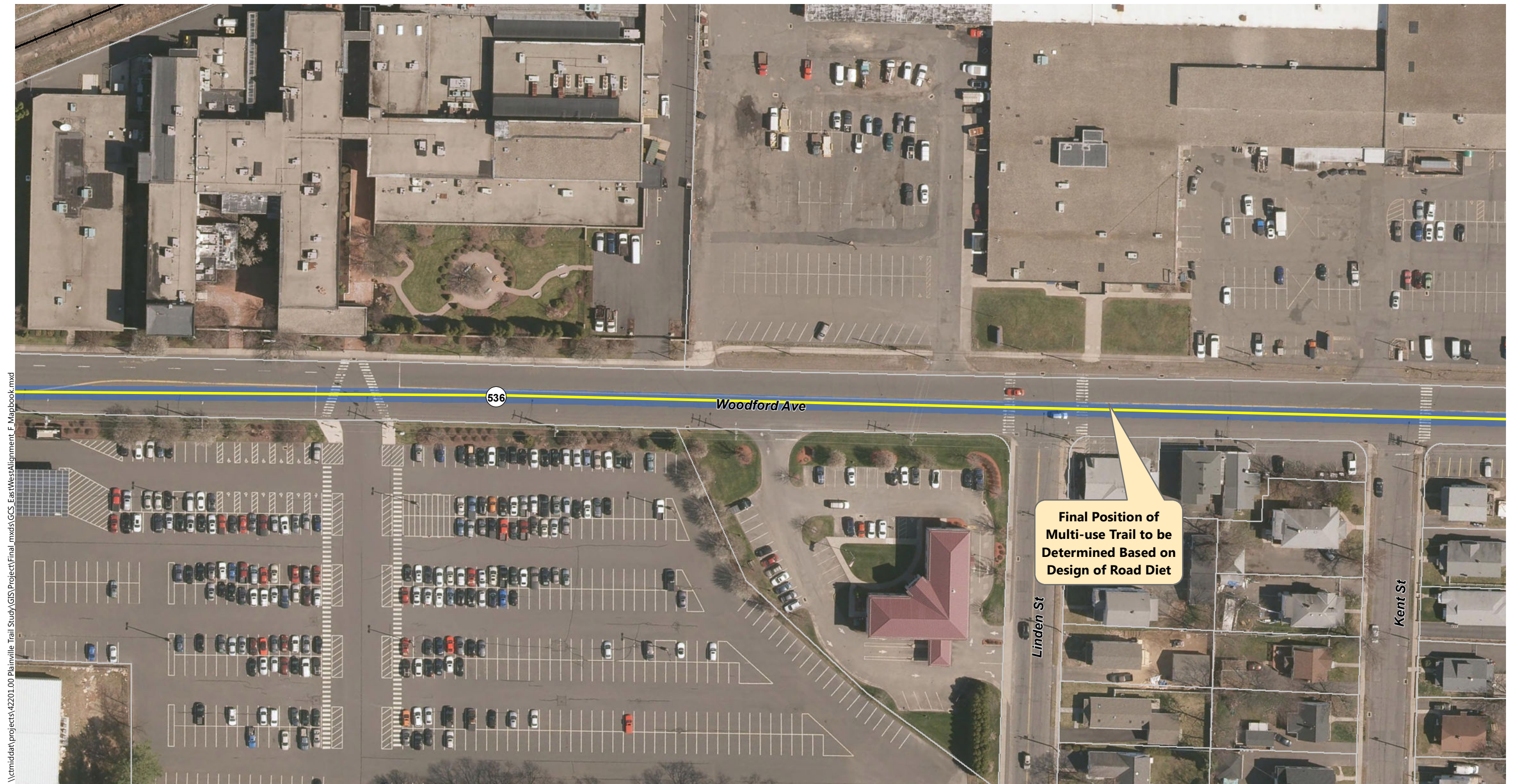


Gap Closure Trail Study | Hartford County, CT

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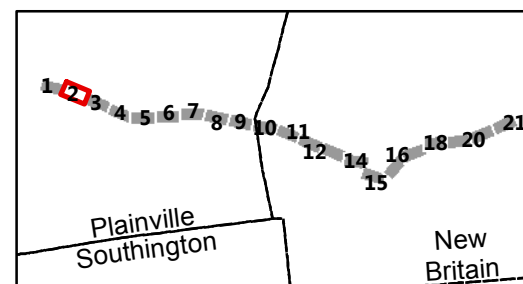
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Gap Closure Trail Study

Hartford County, CT

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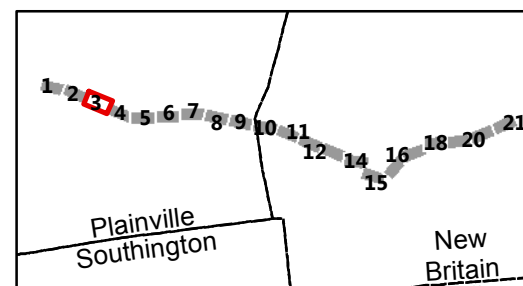
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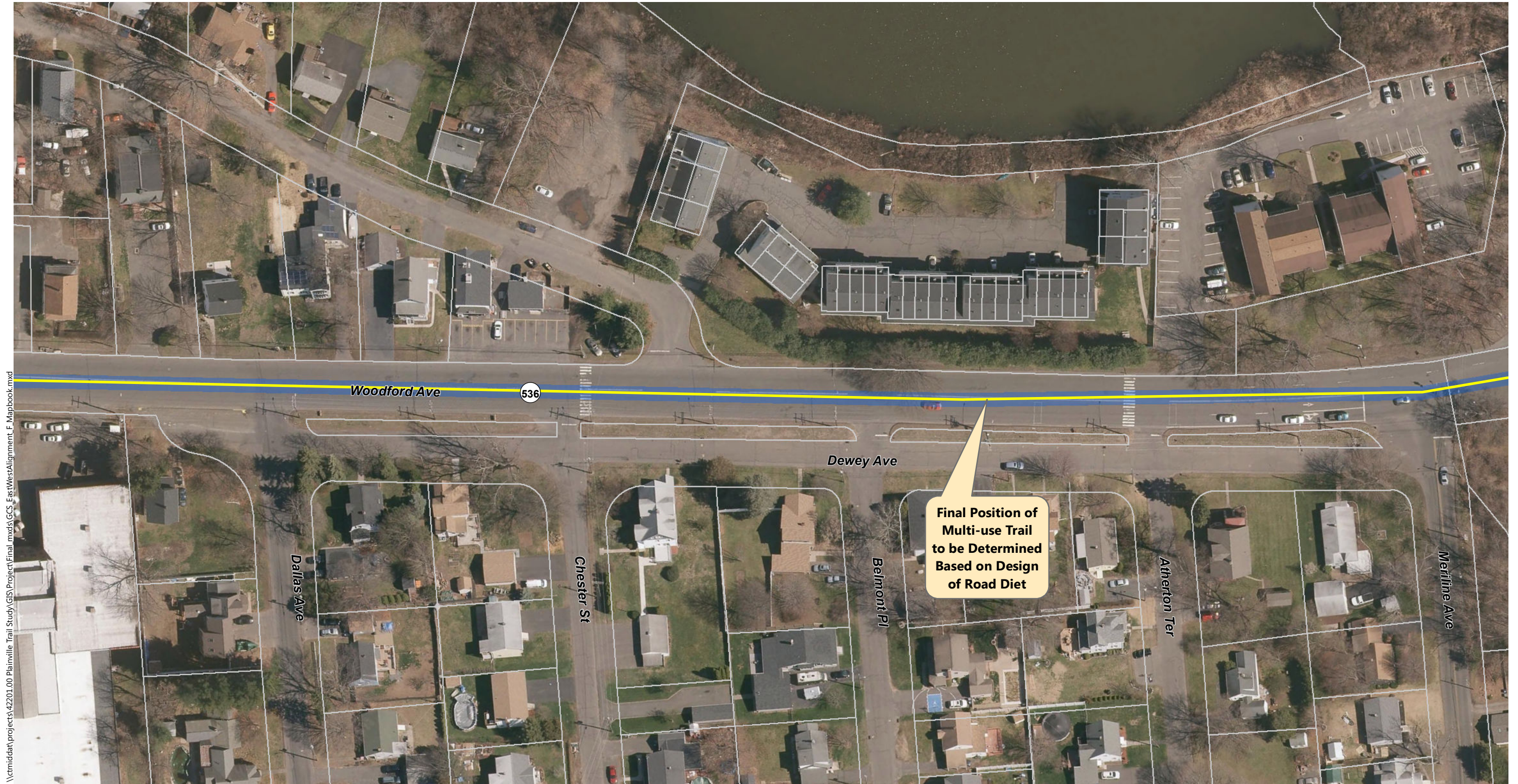
Gap Closure Trail Study

Hartford County, CT

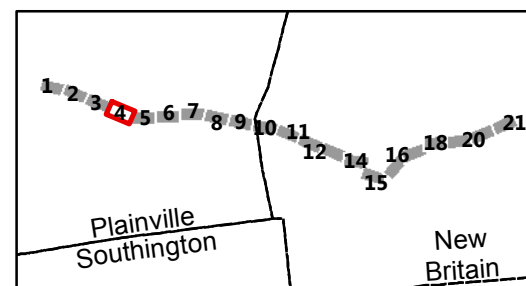
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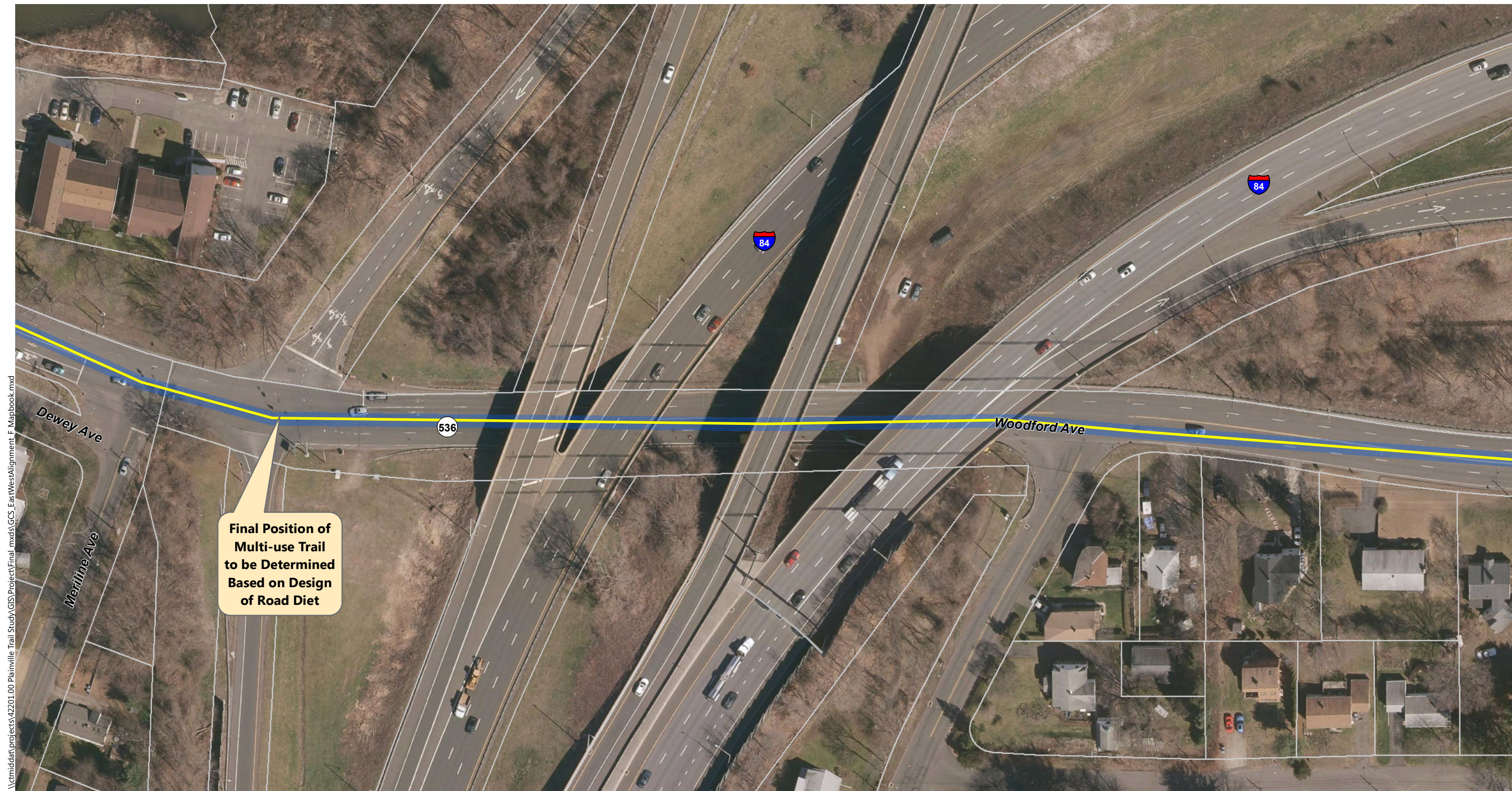
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Hartford County, CT

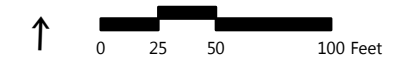
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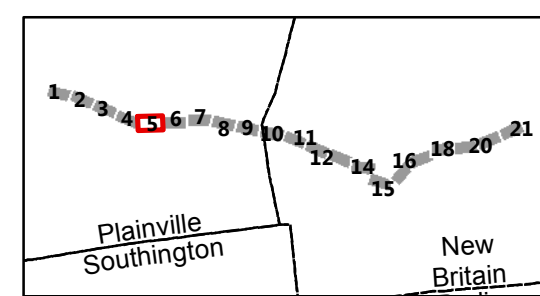
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**Final Position of
Multi-use Trail
to be Determined
Based on Design
of Road Diet**



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Gap Closure Trail Study | Hartford County, CT

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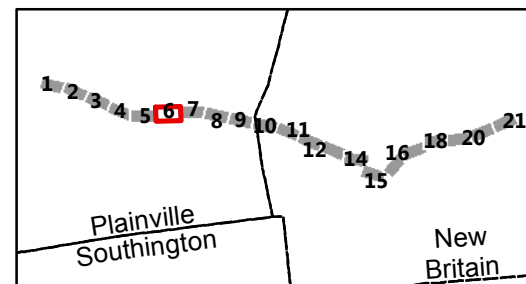


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Alignment F

- Town Boundary
- Railroad
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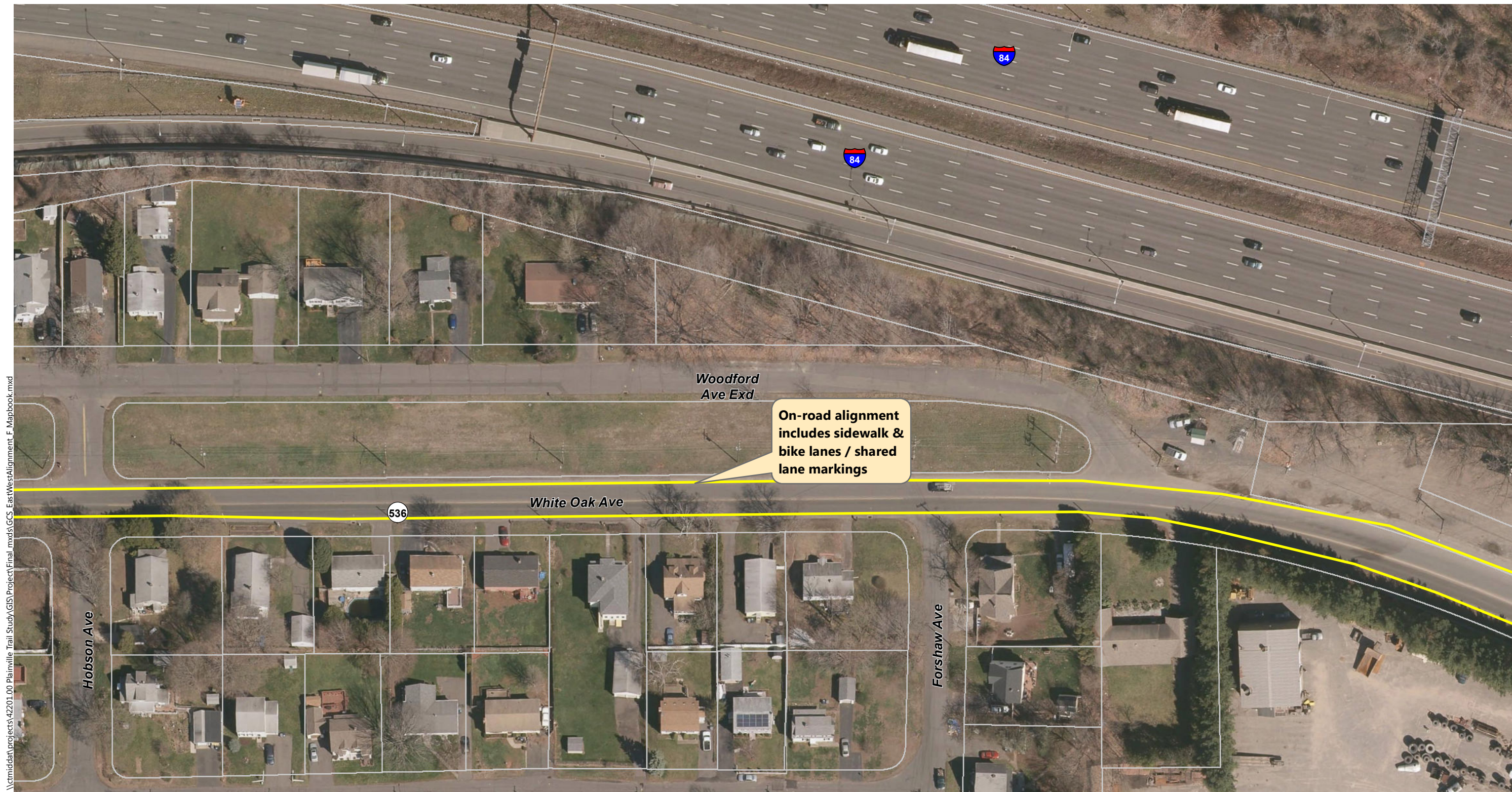
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Hartford County, CT

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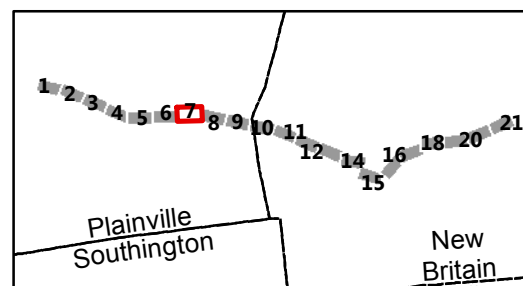


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— Alignment F

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Gap Closure Trail Study

Hartford County, CT

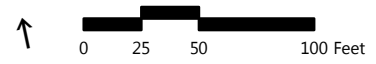
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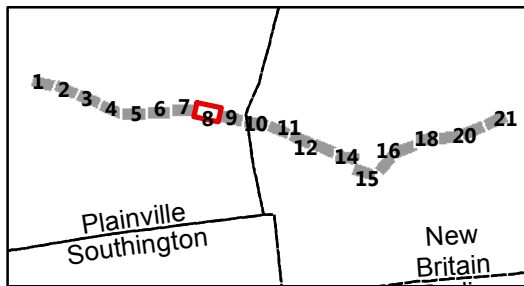


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— Alignment F

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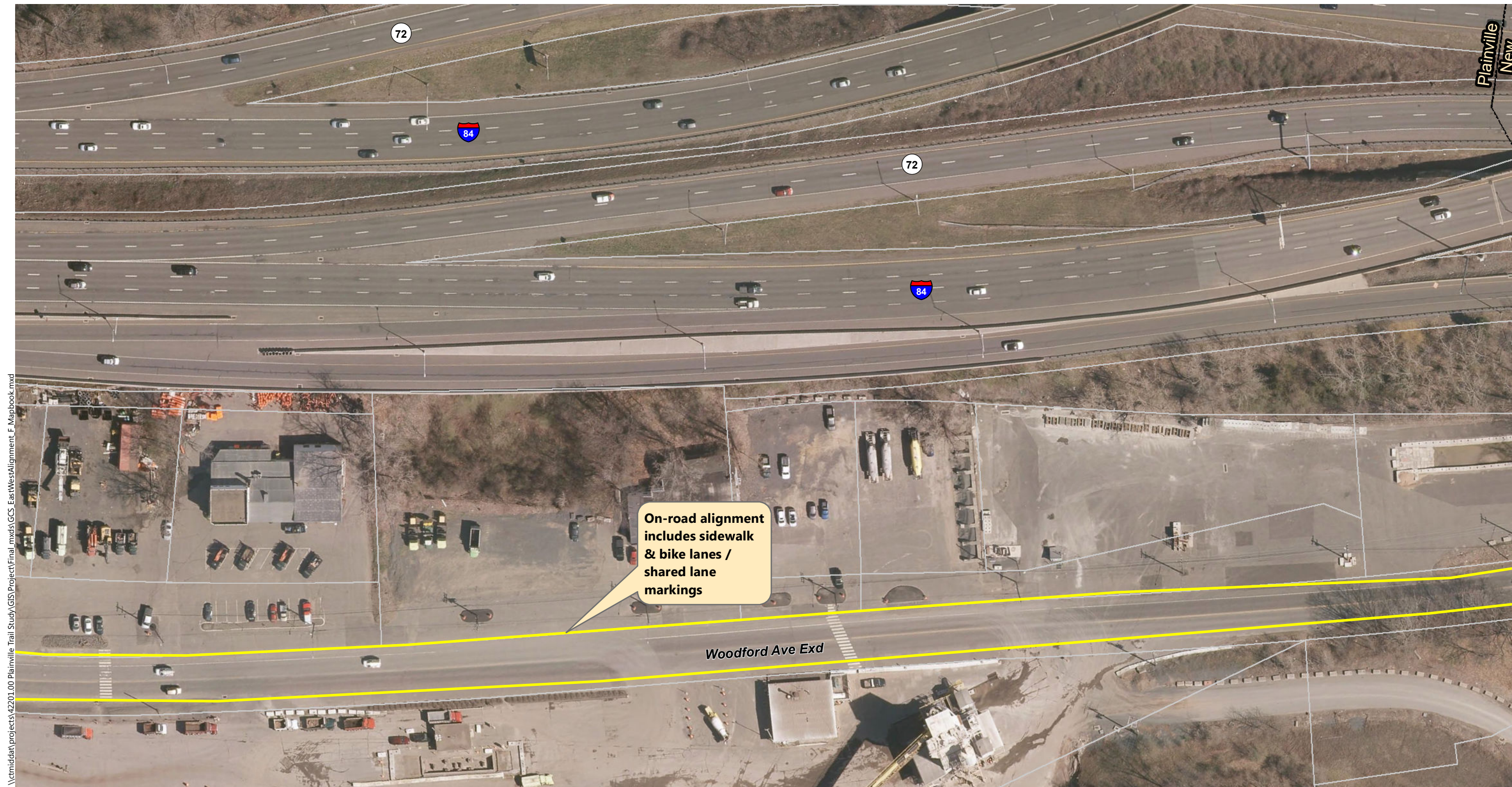
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Hartford County, CT

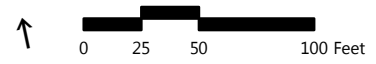
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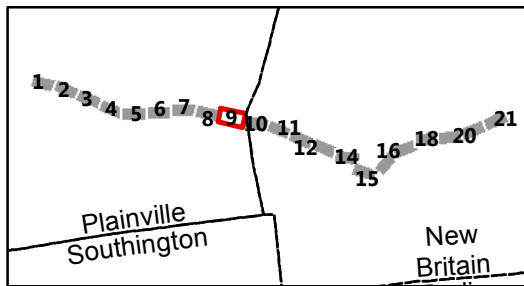
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- Alignment F
- Town Boundary
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Gap Closure Trail Study | **Hartford County, CT**

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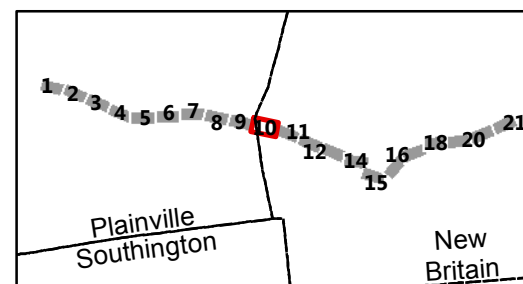


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Gap Closure Trail Study

Hartford County, CT

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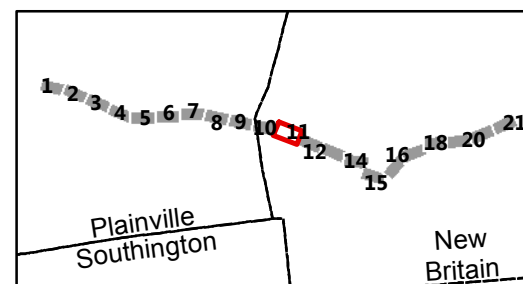


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Alignment F

- Town Boundary
- Railroad
- Parcels



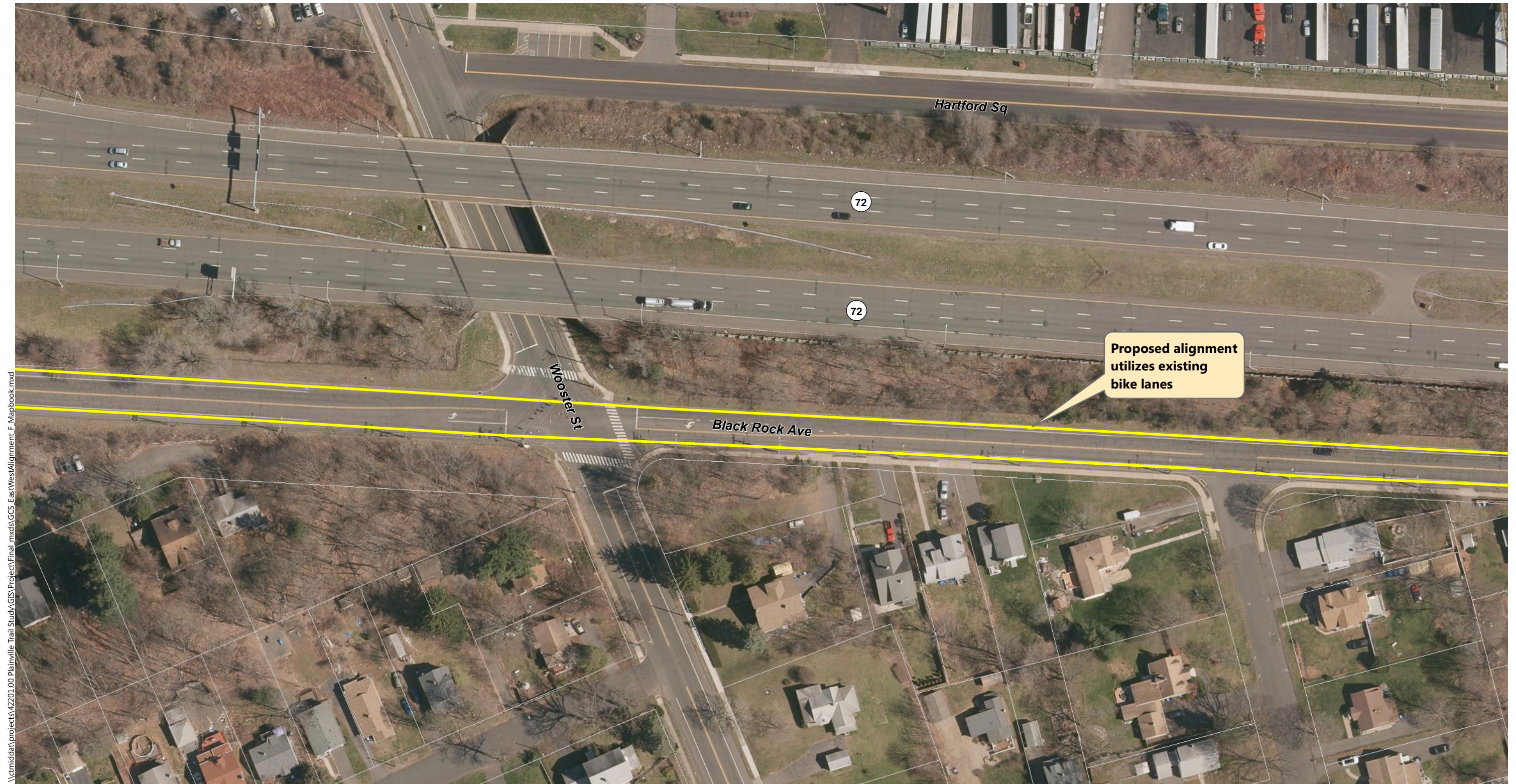
Gap Closure Trail Study

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.

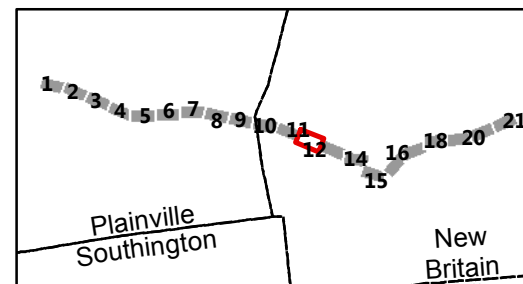


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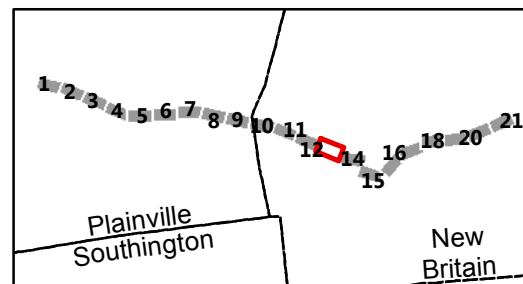


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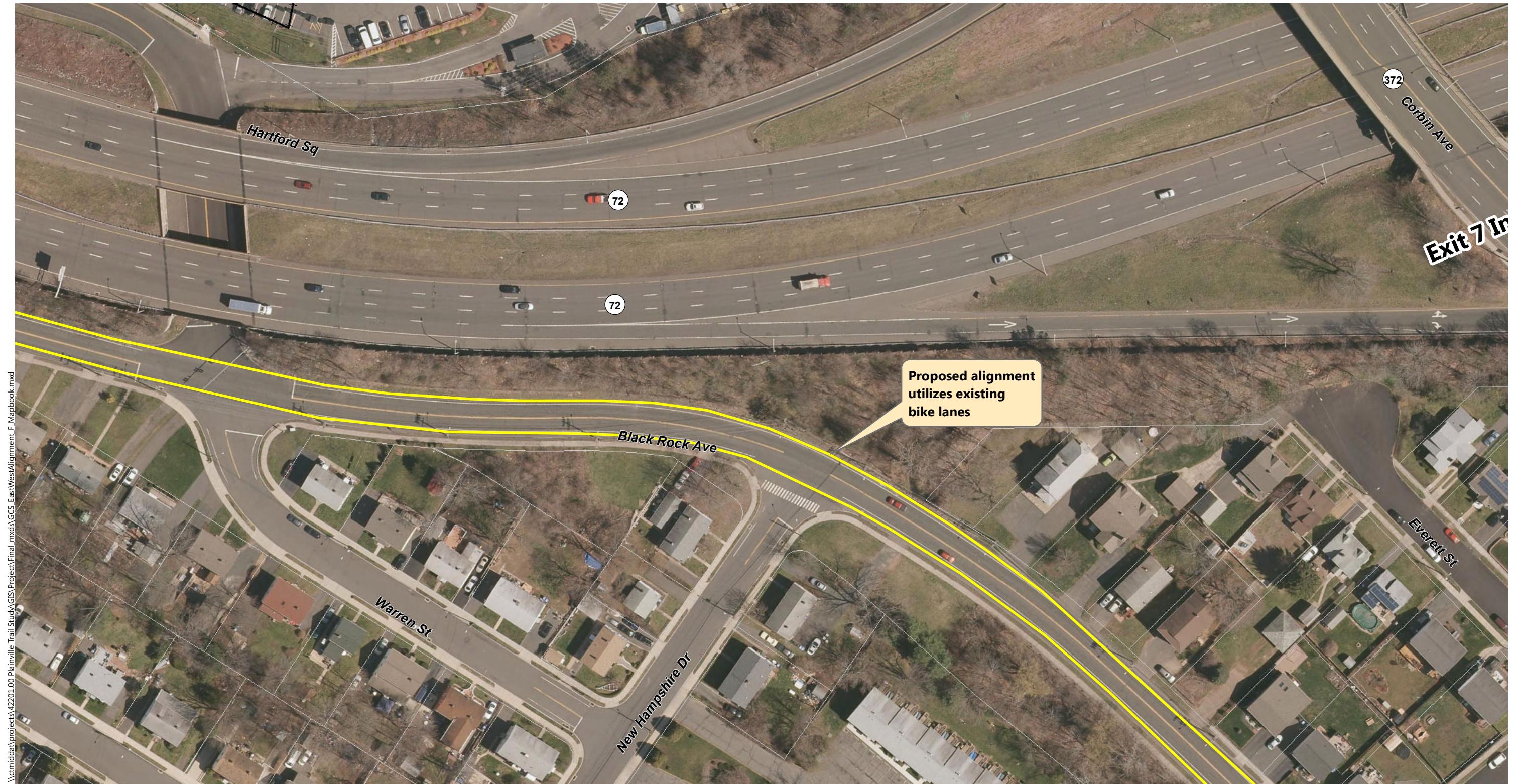
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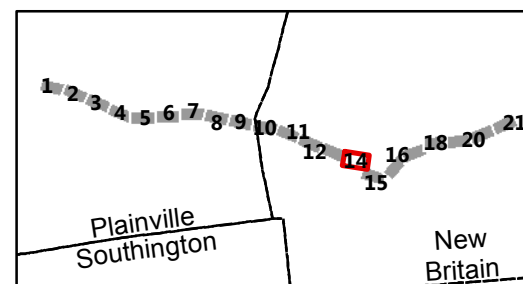


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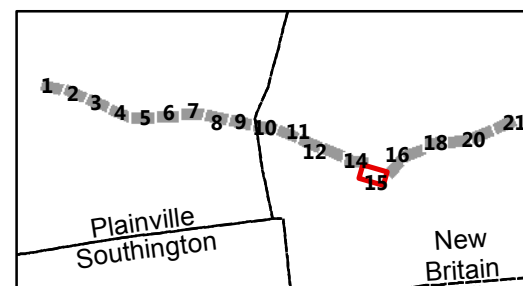


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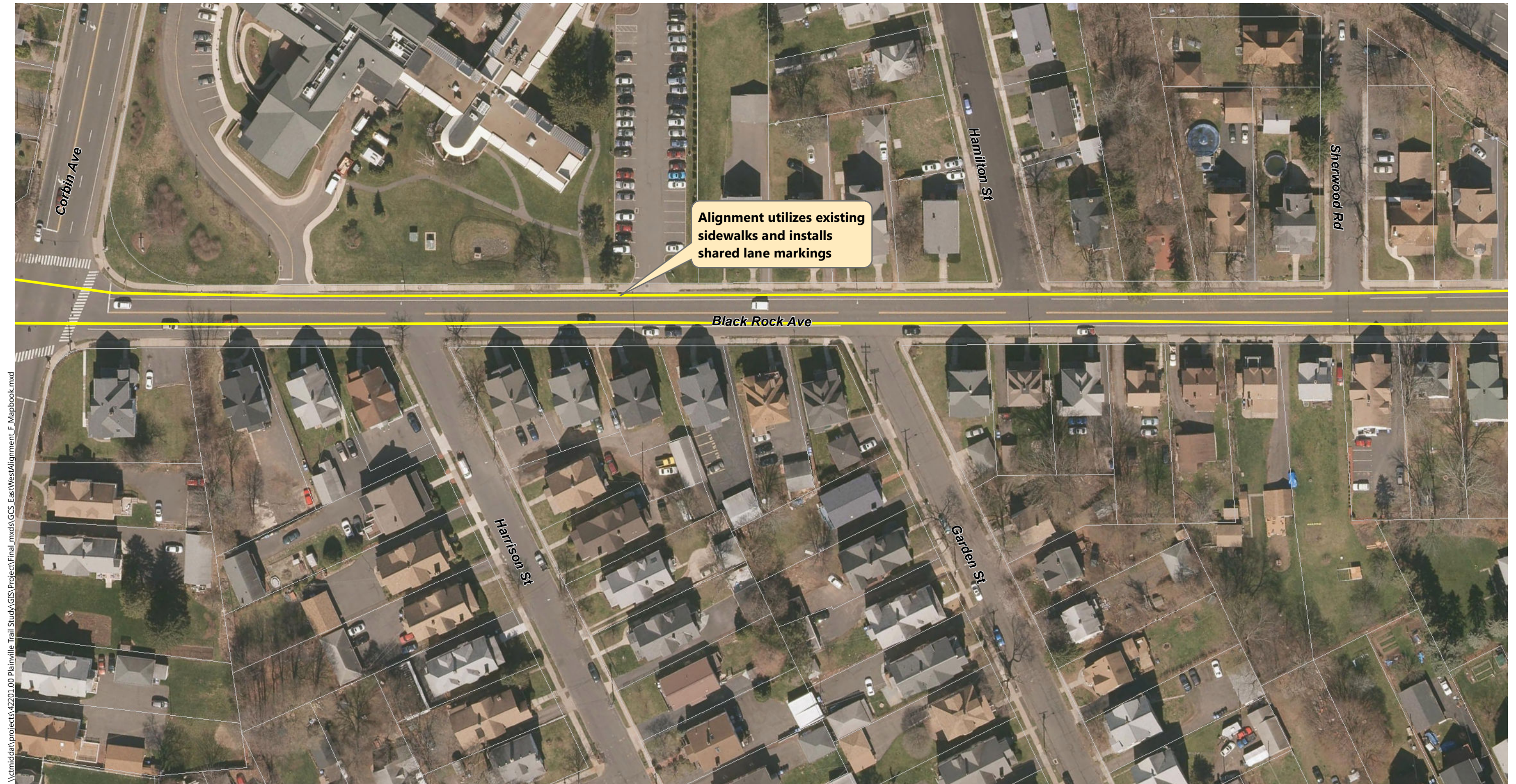
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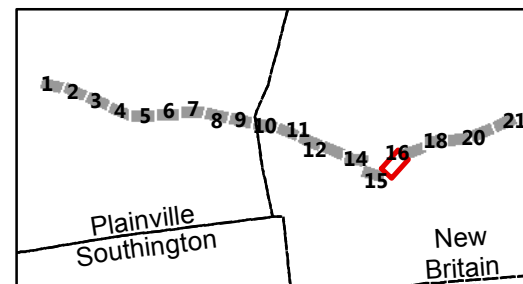


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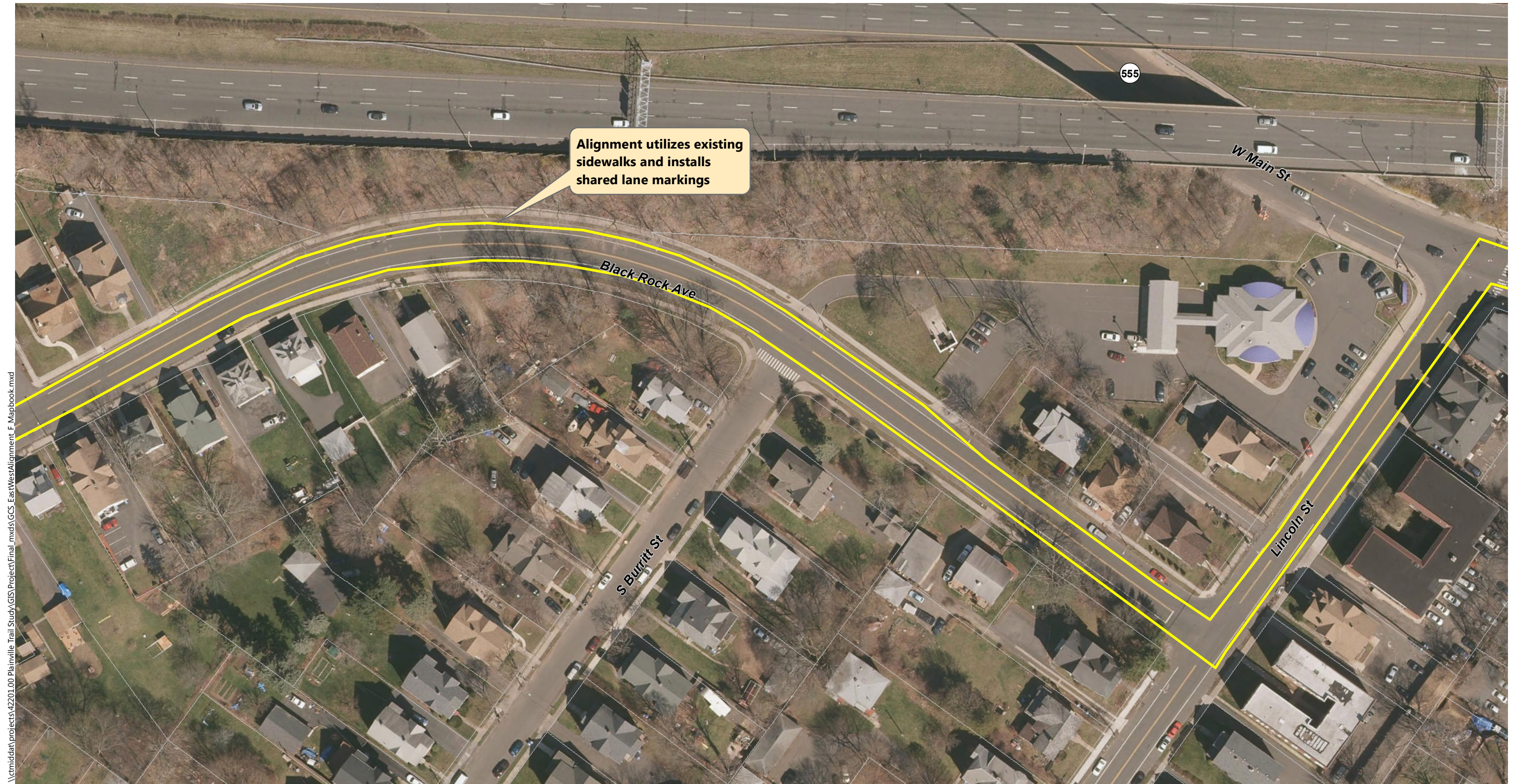
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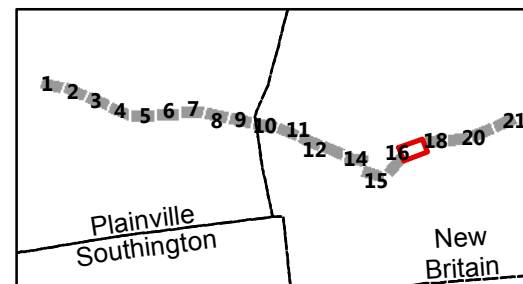


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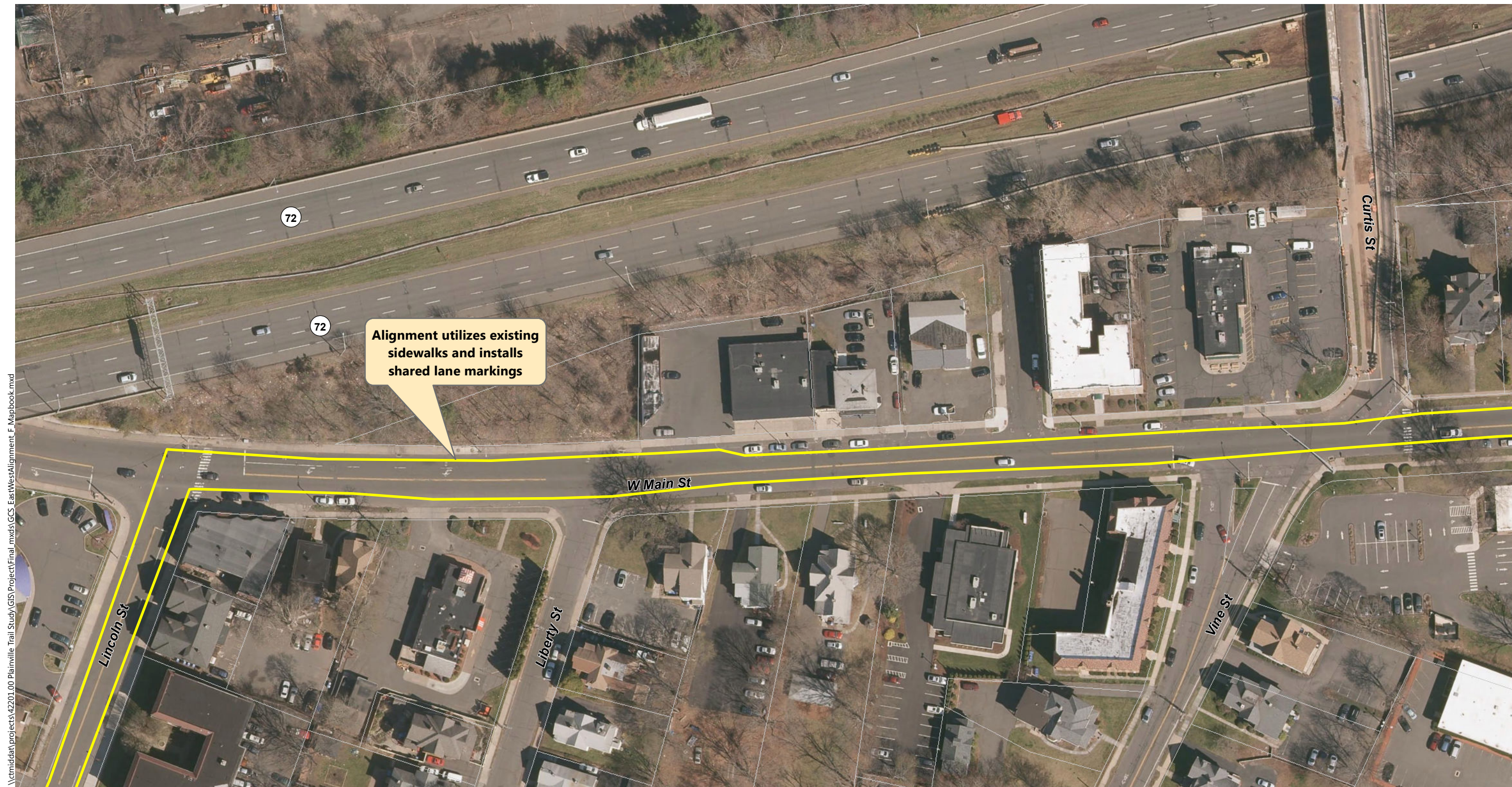
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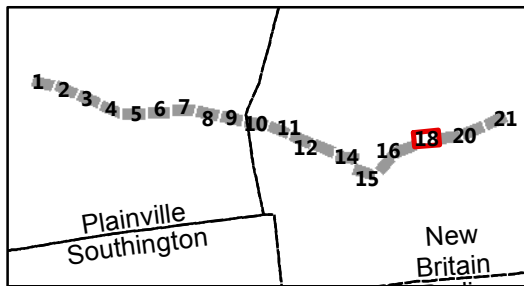


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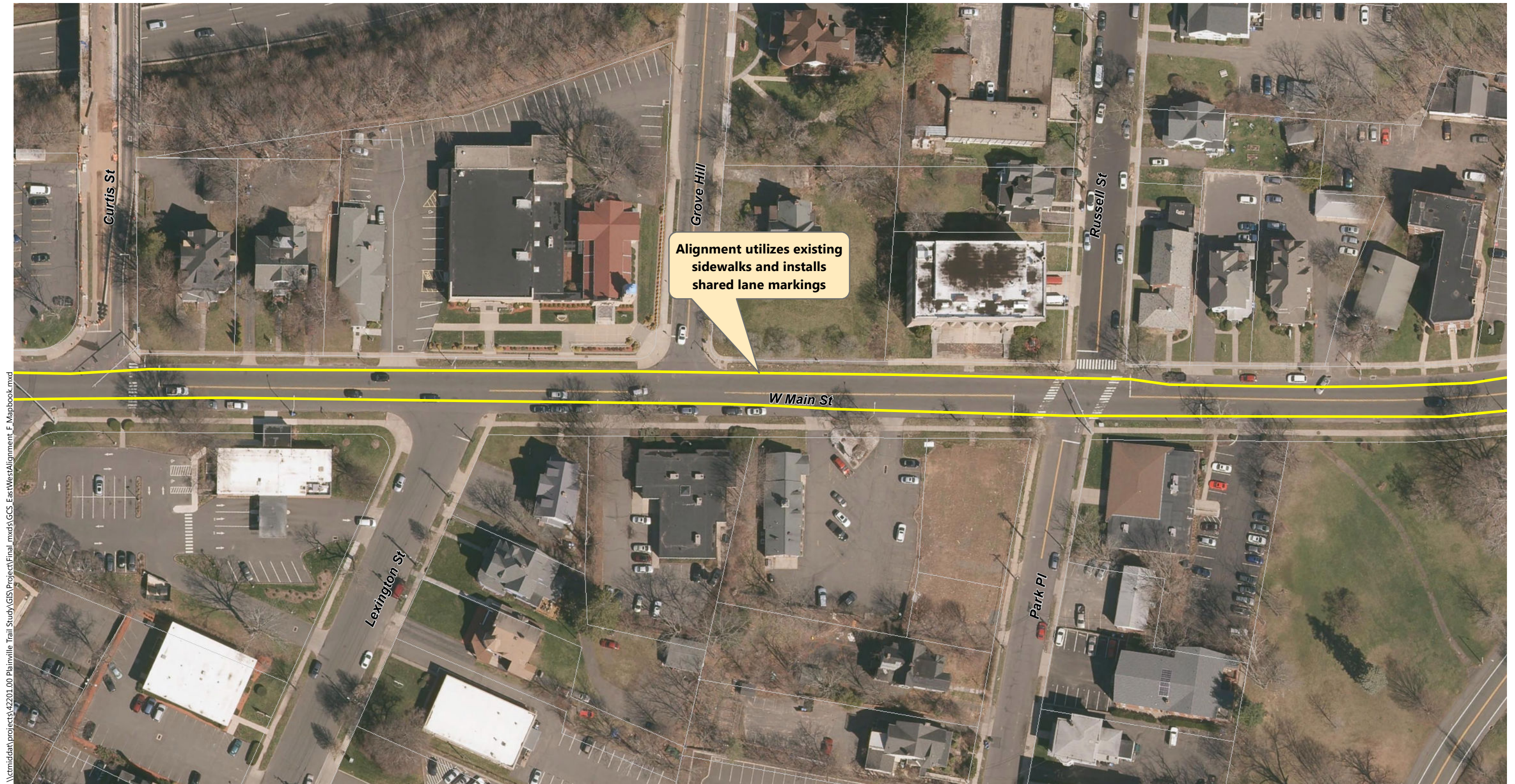
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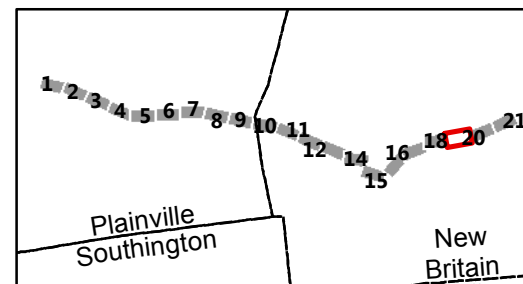


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Hartford County, CT

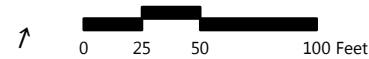
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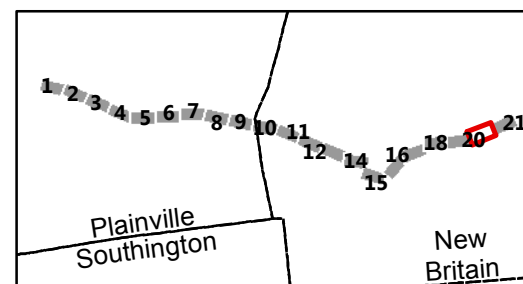


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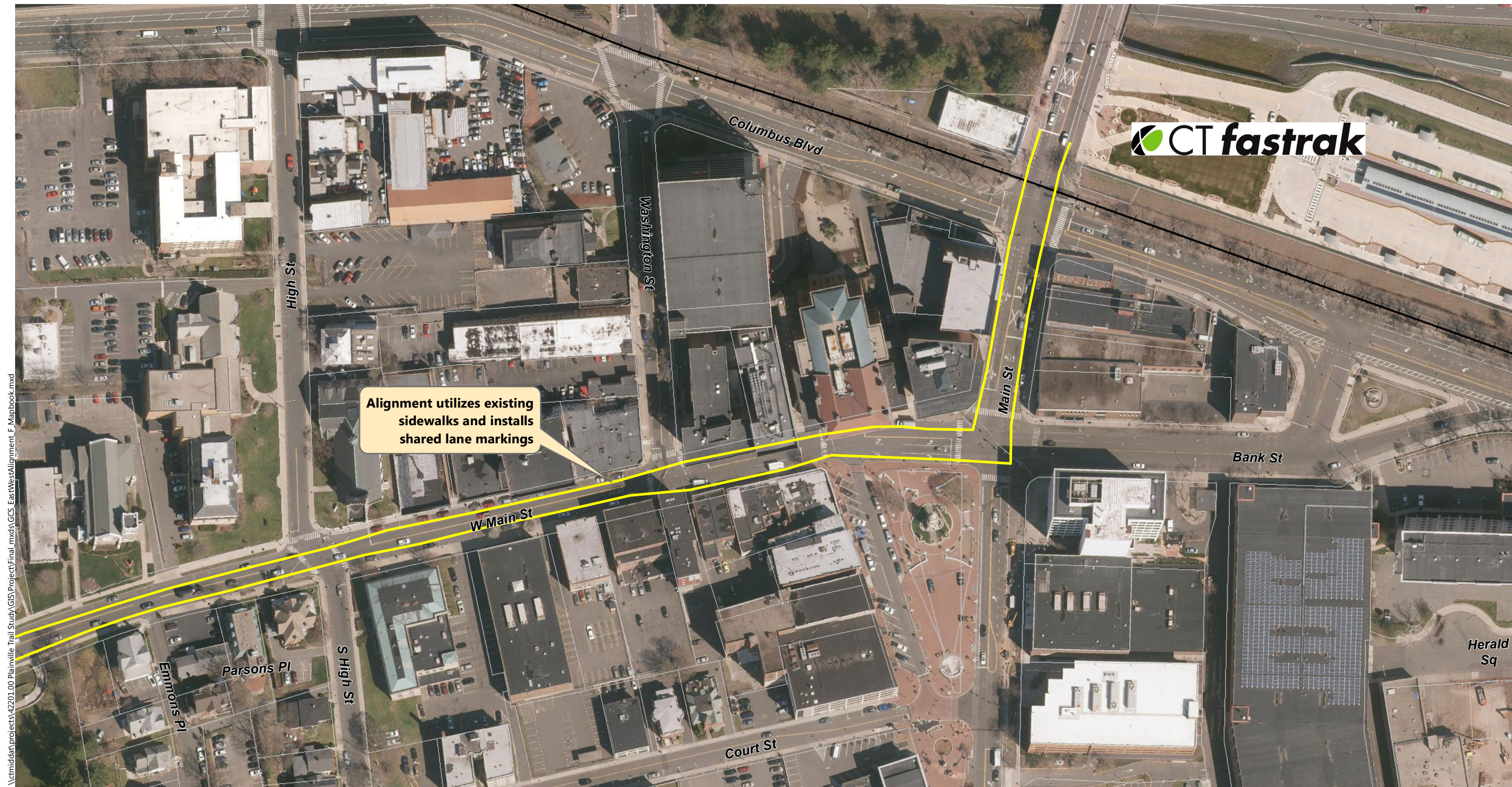
Gap Closure Trail Study

Hartford County, CT

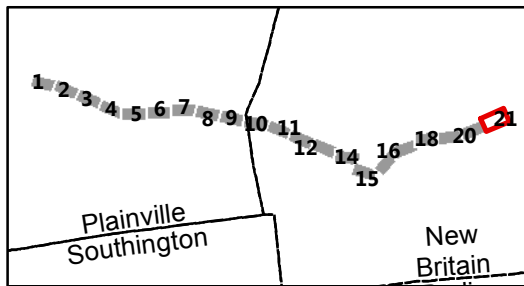
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Gap Closure Trail Study | Hartford County, CT

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