

EAST HADDAM - TOWN STREET

MULTI USE TRAIL

Preliminary Feasibility Study

Novemeber 2025

FREEMAN COMPANIES

Table of Contents

Executive Summary 2

Introduction 3

- Study Limits 3
- Purpose and RFP overview 3
- Big Picture – Genesis of the Study 4
- Outline – Trail Vision and Regional Integration 4

Site Assessment 6

- Description of corridor 6
- Land owners 8
- Historic Resources 8
- Slopes/Topography 9
- Natural resources 9

Design Guidance 13

Initial Considerations 16

Public outreach 28

Final Recommendations 32

Preliminary Opinion of Probable Construction Costs 33

Grant/Finding Opportunities 38

Executive Summary

East Haddam, gracefully nestled along the Connecticut River, is a regional destination known for its cultural heritage and scenic landscapes. The Town is home to the renowned Goodspeed Opera House and is surrounded by celebrated open space assets including Gillette Castle State Park, Devil's Hopyard State Park, Salmon River State Forest, Brainard Homestead State Park, and Machimoodus State Forest. Its land use patterns consist of small commercial and industrial areas, historic village centers, residential neighborhoods, and vast preserved natural areas.

State Route 82 serves as a key travel corridor through East Haddam Village and is frequently used by cyclists. However, limited shoulders and narrow rights-of-way create safety concerns and often push riders to seek quieter parallel routes. As emphasized in the Town's 2019 Plan of Conservation and Development (POCD), walking and biking are increasingly valued transportation options for both residents and visitors. Improved pedestrian and bicycle facilities are essential to reducing congestion and parking demand, enhancing safety, and supporting eco-tourism—particularly in village centers and near recreational destinations.

To strengthen mobility, accessibility, and recreation, this study evaluates the feasibility of an approximately 2.2-mile off-street shared-use trail along Town Street/CT Route 82 between Moodus and key public and cultural destinations. The proposed facility would serve walking, hiking, and biking, with opportunities to incorporate ADA-accessible design upgrades. The corridor offers important access to local businesses, attraction, historical sites and connections to surrounding state parks. The envisioned trail would also reinforce broader regional recreation networks within the Lower Connecticut River Valley Heritage Area.

This preliminary study investigates opportunities and constraints within the Route 82 right-of-way, identifies areas where easements may be needed, and aims to minimize impacts to adjacent properties and the local community. Positive community interest has already been expressed for a multi-use trail that supports everyday activities such as biking, walking dogs, accessing historic sites, and exploring natural surroundings.

The findings of this study indicate that a shared-use trail along Town Street is feasible. In locations where the corridor is too narrow or physically constrained, strategic on-street or alternative routing can be incorporated to maintain a continuous network. The outcomes presented here provide a foundation for informed public engagement and collaborative decision-making as the project progresses.

If the Town chooses to advance this initiative, the next steps will include developing an equitable public involvement strategy, securing funding for detailed design and engineering, and preparing cost estimates to support phased construction. This investment will ultimately enhance East Haddam's transportation network, support economic development and tourism, and improve quality of life for residents and visitors alike.

Introduction/Context

Study Limits

The proposed project corridor is centrally located in East Haddam, Connecticut, and extends approximately 12,900 linear feet / 2.4 miles along Town Street. It begins at the intersection of Town Street (Route 151) and Daniels Road to the north and continues south to the bridge on Route 92/ Town Street (between addresses 183 and 161, near CT-82). The trail alignment, with a typical width of up to 23 feet extending to the edge of existing driveway pavement, may shift locally to accommodate easements or other site-specific conditions.



Intersection of Town Street (Route 151) and Daniels Road



The bridge on Route 92/Town Street

Purpose and overview

This corridor lies within a scenic and historic area characterized by a blend of residential neighborhoods, limited commercial development, and abundant open space. Town Street serves as a primary transportation route through East Haddam Village and is also a popular path for cyclists seeking alternatives to busier state routes. This project seeks to implement a multi-use trail to improve pedestrian and bicycle connectivity along Town Street, addressing infrastructure gaps identified in the Town's 2019 Plan of Conservation and Development (POCD). The trail will help reduce traffic congestion and parking demand in village centers and enhance safety and mobility for residents and visitors alike. The RFP reflects a focus on sustainable transportation infrastructure and safe, multimodal access to community amenities and tourist destinations.

In particular, the trail aims to improve accessibility between the Moodus section and central East Haddam, linking key sites such as the Wolf's Den Campground, Lion's Club Skating Pond, and the historic Palmer-Warner House, as well as extending connections north to Salmon River State Forest and south to Gillette Castle State Park.

Big Picture – Genesis of the Study

The concept for the Lower Connecticut River Valley Heritage Trail emerged from local interest in walkability and cultural connectivity. East Haddam's historic charm and vibrant agritourism base inspired the vision of a pedestrian corridor that could safely connect destinations along Town Street.

The Palmer-Warner House—owned and operated by Connecticut Landmarks—was identified early as a cornerstone site. In 2021, Connecticut Landmarks and the East Haddam Economic Development Committee (EDC) jointly secured support from the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) Program. This collaboration laid the groundwork for trail planning, community engagement, and funding strategies that underpin this project.

Outline – Trail Vision and Regional Integration

This trail segment is envisioned as the pilot project of the broader Lower Connecticut River Valley Heritage Trail network. Its purpose is to showcase a replicable design standard—encompassing alignment, surfacing, and signage—serving as a model for future trail segments throughout the region.

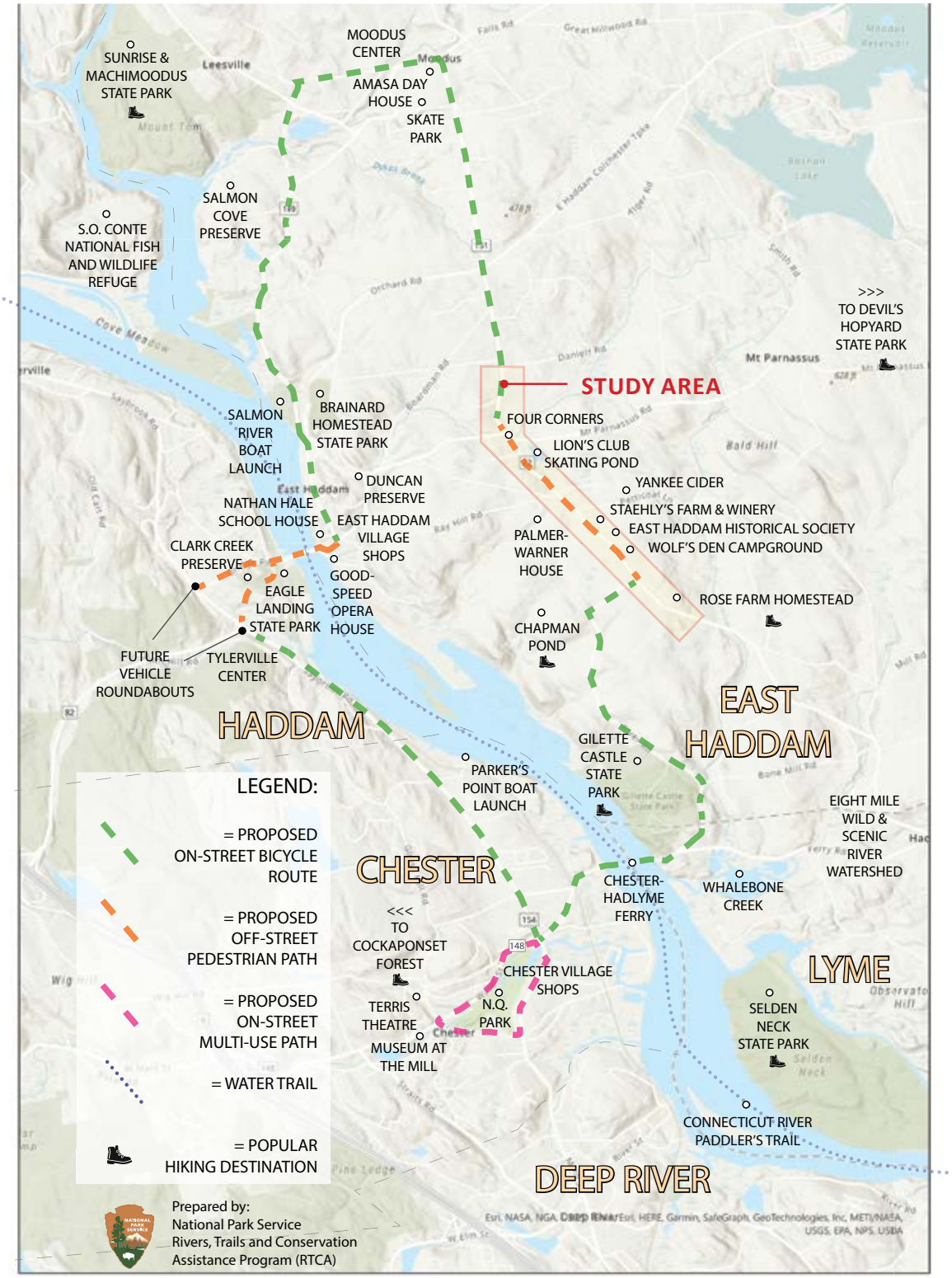
The trail will serve not only as a local connector but as part of a larger regional loop that highlights the Connecticut River Valley's recreational and cultural assets.

Ultimately, the trail will contribute to a unified network spanning multiple communities and linking major destinations such as Gillette Castle, state parks, town centers, and agritourism sites. In addition to its transportation function, the trail supports local economic development, promotes active lifestyles, and helps preserve the natural and historic character of the region. As the initial implementation phase, this section is a foundational step toward long-term regional trail connectivity.



Palmer-Warner House | photo courtesyhttps://ctlandmarks.org/

Map 1: Proposed Multi-use Trail in Relation to the LCRHT



LOWER CONNECTICUT RIVER VALLEY HERITAGE TRAIL: CONCEPT MAP
FINAL DRAFT: JUNE 2023

Site Assessment

Description of corridor

Length, limits

The proposed trail corridor extends approximately 12,900 linear feet along Town Street in East Haddam, CT. The alignment generally follows both sides of the roadway, with segments that shift into adjacent lands to accommodate topography, drainage, and site conditions. The typical multi-use trail section has an average width of 23 feet measured from the edge of the roadway pavement. This includes a 10-foot buffer zone between the driveway and the trail to accommodate drainage, a 10-foot solid tread surface for the multi-use trail itself, and a 3-foot side buffer. Depending on the location, this side buffer may vary in form—ranging from planted slopes to fencing, proposed or existing retaining walls, or naturalized vegetated areas.

Highway descriptions/ROW width

Town Street functions as a key corridor within East Haddam's planning framework and reflects a transitional urban-rural cross-section. It typically features a narrow right-of-way (ROW) and is characterized by a mix of low-density residential properties, historic resources, and agritourism-based commercial activity. The average roadway width varies but often lacks formal shoulders, which creates challenges for pedestrian and bicycle mobility.

ROW descriptions and pinch points/opportunities

Several physical constraints exist along the corridor. These include a limited-width crossing structure over Succor Brook, extensive wetland areas near the Lion's Club Skating Pond, and additional wetland crossings throughout the alignment. ROW limitations are also notable near properties such as 330–321 Town Street, and steep topographic grades occur adjacent to the Rose Farm Homestead Preserve.

Despite these constraints, the corridor presents unique opportunities. Its proximity to small-scale local businesses—such as farm stands and the Wolf's Den Family Campground—along with connections to historical sites and preserved open space, offers a diverse and enriching setting. The trail not only supports recreational use and non-motorized transportation but also has the potential to enhance East Haddam's cultural identity, economic vitality, and ecological connectivity.

Key attractions along this future trail include:

Natural Resources:
Succor Brook, Rose Farm Homestead Preseve
Local Farms and Businesses:
Staehly's Farm & Winery, Four Corners
Historical and Cultural Sites:
East Haddam Historical Society,
Palmer-Warner House
Recreational Attractions:
Wolf's Den Campground, Lion's Club Skating Pond

Map 2: Local connectivity along the proposed multi-use trail corridor.



Land Owners

The majority of the proposed trail is located within existing Town-owned rights-of-way and properties. However, a few areas will require additional access agreements or easements to ensure continuity of the trail.

South of Norwich Road and Town Street Intersection: The natural curvature of the road presents visual distance constraints. To minimize disturbance to the adjacent Lion's Club Skating Pond and wetland on the east side of the trail, an alternative alignment has been identified. Three parcels owned by Casner Realty LLC have been identified for potential easements. These acquisitions will allow the trail to maintain alignment within the corridor while minimizing impacts to neighboring properties.

Town Street at Commerce Drive: This alternative would pass through private properties at 346 and 388 Town Street. The Town may consider this option as part of its planning discussions.

Route 151 Section: A short segment along this section may require limited easements from private property owners at 5 Brooke Hill Road, 381 Town Street, and 385 Town Street. These adjustments are minor but necessary to maintain a continuous trail alignment while minimizing impacts to residences and natural resources.

Overall, the trail alignment has been designed to maximize use of public rights-of-way and Town-owned property, while minimizing the need for private easements. Alternative routing options have been identified to address sensitive environmental features and constrained areas, allowing flexibility for future design and community input.

Historic Resources

Two notable historic sites are located along the proposed trail corridor: the East Haddam Historical Society Museum and the Palmer-Warner House.

East Haddam Historical Society Museum (264 Town Street): Situated adjacent to the campground south of the site, both the museum and campground provide their own parking. However, there is currently no sidewalk or safe pedestrian connection to the museum, limiting access for walkers, cyclists, and trail users. Immediately north of the museum, private residential properties abut the corridor, and this area is not a major visitor access route.

Palmer-Warner House: Located further along the corridor, this historic property adds cultural value to the area. Similar to the museum, visitor circulation is limited due to the lack of pedestrian connections and absence of dedicated parking, which currently restricts its usability.



View from Town Street toward the historic Palmer-Warner House, highlighting its visibility along the corridor and potential for enhanced pedestrian and trail access.

Slopes/Topography

The proposed trail corridor generally follows the existing driveway alignment, with moderate slopes averaging around 5%, consistent with accessible multi-use path guidelines. The overall elevation change along the north-to-south segment is modest, decreasing from approximately 280 ft to 227 ft. However, due to natural contouring and existing drainage patterns, several areas exhibit steeper grades:

- Adjacent to the East Haddam Lions Club Skating Pond and near Hemlock Valley Brook, slopes reach approximately 8%, reflecting the natural drop toward the watercourse.
- 214 Town Street to the Rose Farm Homestead Reserve presents the greatest challenge, with rocky outcrops, ditches, and steep slopes immediately adjacent to the driveway edge.
- At 381 Town Street, an existing retaining wall constrains the corridor. Similarly, between the intersection with Norwich Road and 353 Town Street, the west side (private property side) features steep slopes requiring additional earthwork or structural support to create a relatively flat trail surface.

Also, The current bridge over Succor Brook is limited to driveway width only, with no additional space for a trail surface, indicating a need for either bridge widening or an alternative crossing solution.
These conditions highlight the need for site-specific grading, retaining structures, and alignment adjustments to ensure safety, accessibility, and continuity for trail users while minimizing impacts to adjacent properties and natural resources.

Nature Resources

Watercourse / wetland

Succor Brook:
Succor Brook flows west to east beneath Route 82 just north of the Town Street (Route 82) and Mount Parnassus Road intersection. The existing culvert carries a two-lane roadway with no usable shoulder and offers no excess structural capacity for a shared-use path. The stream corridor includes steep embankments, dense mature vegetation, and tight drainage conditions, presenting notable geometric and environmental constraints.



View looking south along Town Street at the culvert crossing over Succor Brook.

Hemlock Valley Brook:
Further south, Hemlock Valley Brook crosses under Route 82 near the approach to the State boat launch. The existing bridge structure is relatively narrow, with limited shoulder width and constrained right-of-way conditions along both edges due to sloping banks and wetlands. This crossing also lies within a sensitive riparian

habitat, where improvements must carefully address stormwater, scour protection, and habitat preservation while accommodating trail connectivity.



View looking south along Rt 82 at the culvert crossing over Hemlock Valley Brook.



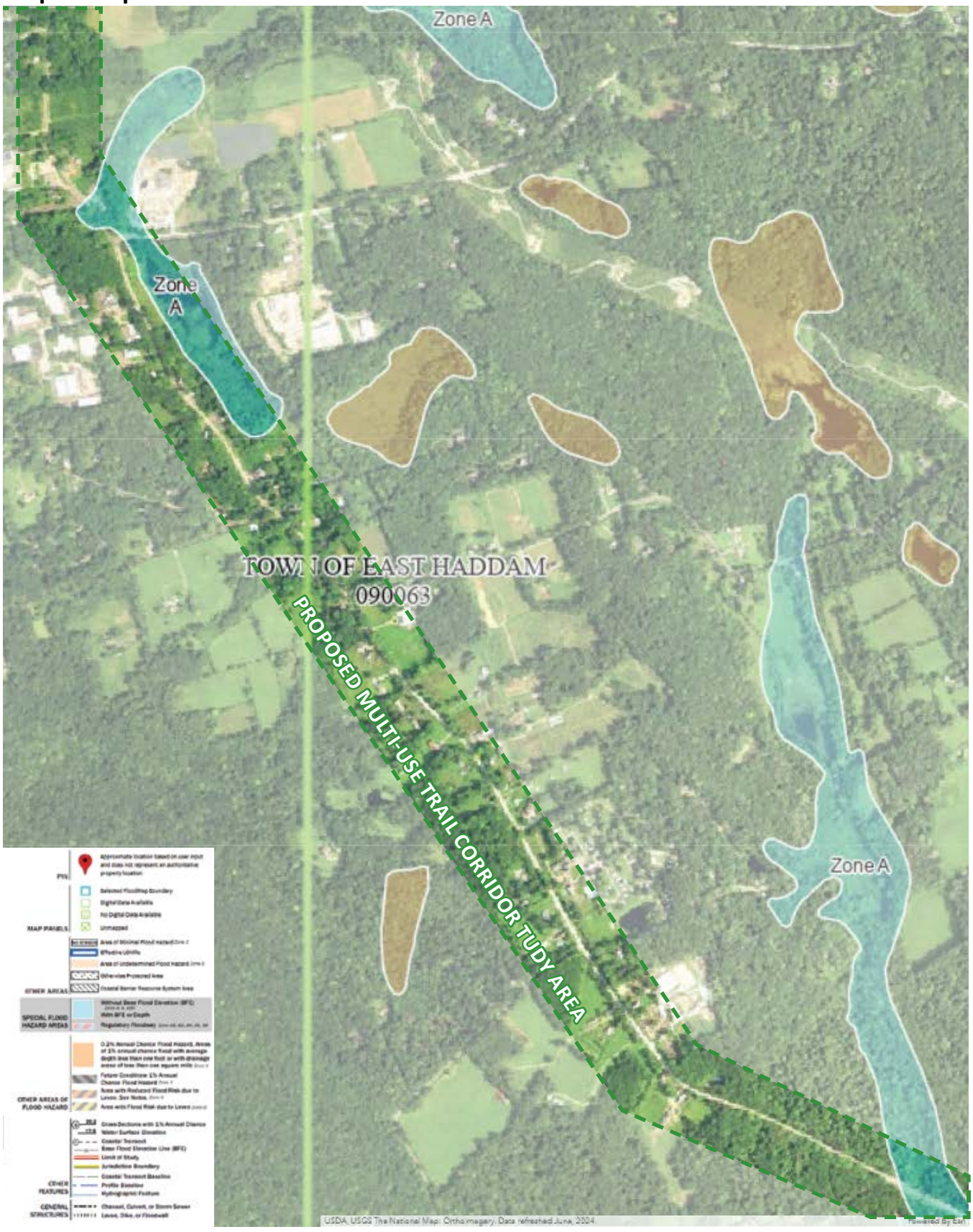
View looking into the Skating Pond from the parking lot

The East Haddam Lions Club Skating Pond:
The pond is a seasonal recreational amenity located east of Town Street (Route 82). The pond is spring-fed and surrounded primarily by mature woodland, with maintained lawn areas near the existing access point and parking. The site has long served as a community gathering and winter recreation space, operated by the Lions Club. Wetland buffers surround to the south and grades drop moderately toward the pond edge, indicating sensitive soils and hydrology that should be protected.

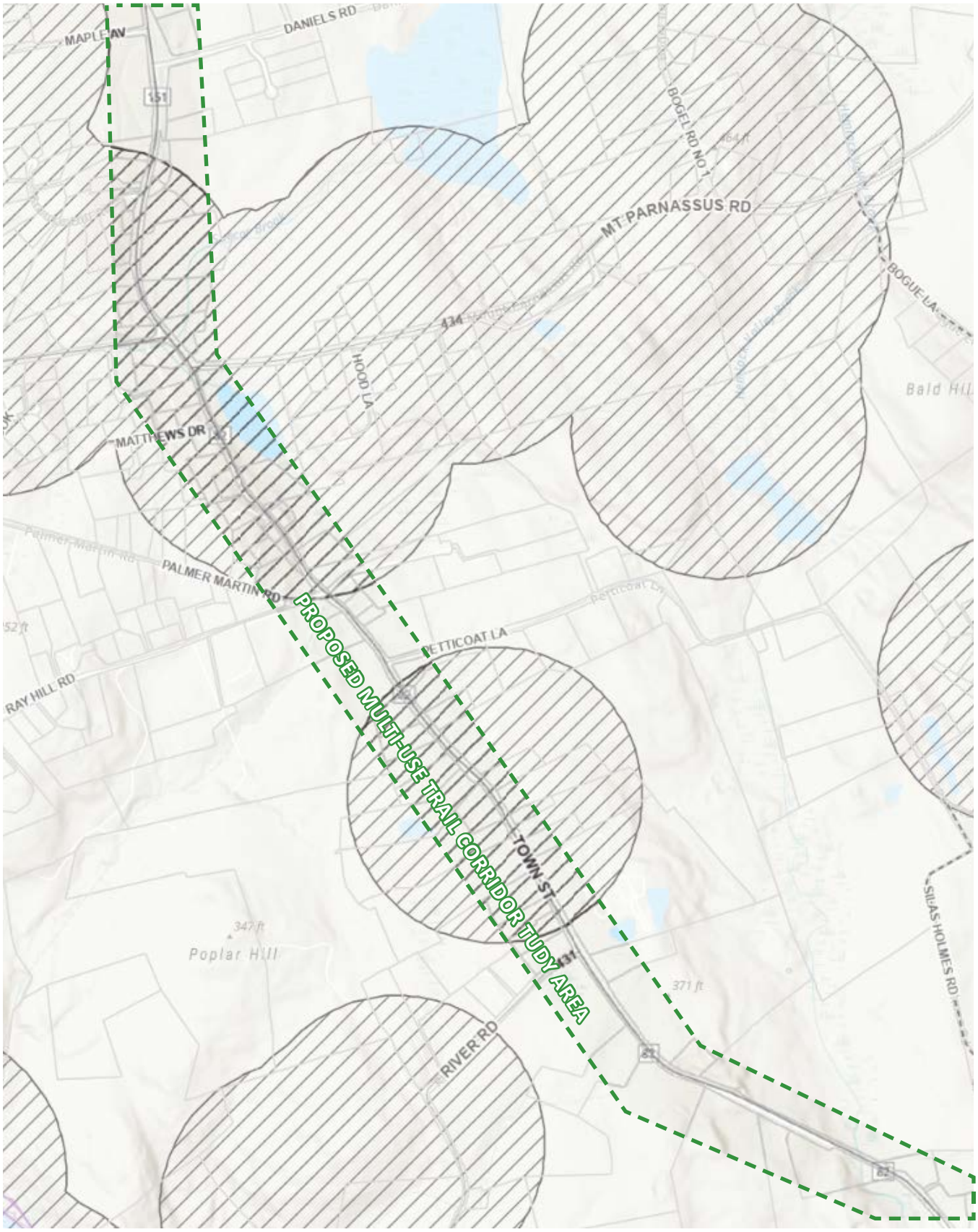
Natural Diversity Database Area

Along the proposed trail corridor, several segments overlap with areas identified in the Connecticut Natural Diversity Database (NDDB), which indicate the presence or potential habitat of state-listed endangered, threatened, or special-concern species. Because of this, any trail development within these mapped zones will require early coordination with the Connecticut Department of Energy & Environmental Protection (CTDEEP) to assess habitat sensitivity and ensure that design, construction, and maintenance practices protect ecological resources. This may include conducting detailed biological evaluations, adjusting alignment to avoid sensitive habitats, implementing buffer zones, and timing construction activities to avoid disturbance to seasonal wildlife patterns.

Map 3: Proposed Multi-use Trail in Relation to FEMA Flood Hazard Zones



Map 4: Proposed Multi-use Trail in Relation to Natural Diversity Database Area



Design Standards/Guidance

This trail design guide reflects both the technical requirements and community aspirations for a multi-use trail in East Haddam. With thoughtful planning and alignment, the trail will not only improve connectivity and safety but also celebrate the town's heritage and natural beauty. It is expected to serve as a replicable model for similar projects across the region.

Trail Function and Purpose

The trail is designed to accommodate a range of non-motorized users, including pedestrians, cyclists, wheelchair users, and individuals with strollers. Its primary purposes include:
Providing safe and accessible pedestrian and cyclist infrastructure.
Promoting healthy lifestyles through active transportation. Supporting local economic activity and tourism. Enhancing connectivity between historic sites, businesses, and natural areas. Contributing to a sustainable transportation system.

Integration with Broader Trail Network

This trail segment is the foundational piece of a broader loop system envisioned for the Lower Connecticut River Valley. When fully built, the network will:

- Connect north to Gillette Castle State Park and regional parks.
- Link south toward Route 82 and beyond.
- Provide a continuous recreational and non-motorized commuter corridor.

The Town and regional stakeholders will use this pilot segment as a demonstration of best practices in rural trail integration, promoting future grant funding and phased implementation.

Surface Materials and Accessibility

The preferred surface material is permeable pavers that comply with ADA standards. These materials offer durability, drainage benefits, and ease of maintenance. Where pavers are not feasible due to slope or context, compacted stone dust or stabilized aggregate may be considered with appropriate edge restraints and subgrade preparation.

Trail Cross-Section Standards

The typical multi-use trail section will have an average cross-sectional width of 23 feet. This includes:
Trail Tread Width (10'):
A durable, smooth surface suitable for bicycles, wheelchairs, and pedestrians.
Roadway Buffer (10'):
A separation zone between the trail and roadway. This may include vegetative drainage swales, planted buffers, or bioswales.
Side Buffer (3'): A lateral buffer between the trail edge and adjacent land. Depending on location, this buffer may be a slope, planted strip, fence, or retaining wall.

All trail sections must:

- Meet ADA requirements for surface smoothness, stability, and slip resistance.
- Maintain a cross-slope of no more than 2% for drainage.
- Include accessible connections to adjacent facilities and road crossings.

Trail Alignment and Horizontal Geometry

Minimum Trail Width:
10 feet (preferred);
12 feet in high-use areas or where maintenance access is required.
Minimum Horizontal Clearance:
2 feet from any fixed object.
Trail Separation from Roadways:
5–10 feet recommended where feasible.
Turning Radius:
Minimum 20 feet for 90-degree turns; wider for bicycle compatibility.

Vertical Geometry and Grades

Maximum Running Grade:
5% for ADA compliance.
Maximum Grade Without Railings:
Up to 5% allowed without handrails.
Maximum Slope for Seating Areas:
Seating and benches should be placed on surfaces not exceeding a 2% slope.
Vertical Clearance:
Minimum of 8 feet; 10 feet recommended.

Trail Drainage & Bio-Swale Design

The trail corridor shall be designed with a comprehensive surface and subsurface drainage strategy to maintain user safety, protect the trail surface, and support long-term durability. Drainage improvements should:

- Direct stormwater away from the trail surface using positive grading (minimum 2% cross-slope where feasible).
- Prevent ponding, erosion, and freeze-thaw damage.
- Integrate with existing natural hydrology, minimizing disturbance to wetlands, streams, and sensitive resource areas.
- Utilize green infrastructure practices to enhance water quality where appropriate.

Bio-swales should be incorporated along trail sections where stormwater treatment, flow attenuation, or natural resource protection is desired.

Location & Application

- Along segments with steep slopes or intensive cut-and-fill activity.
- Adjacent to roadway-facing trail sections to intercept runoff.
- Near stream crossings, wetlands, or NDDB areas to improve water quality.
- Where existing drainage structures are undersized or deteriorated.

Typical Section

- Bottom width: 2–4 ft
- Depth: 1–2 ft (maximum 3 ft unless safety fencing is provided)
- Side slopes: 3:1 (preferred) or 2:1 (maximum) with stabilization
- Longitudinal slope: 1–4% with check dams as needed on steeper grades

Vegetation

- Use native species tolerant of periodic inundation and dry periods, such as: Switchgrass, blue-flag iris, sedges, soft rush, dogwoods, and willows
- Avoid woody species with intrusive root systems near culverts or utilities.

Trailhead and Rest Areas

Strategically placed rest areas are encouraged, particularly near:

- Heritage and tourist sites (e.g., Palmer-Warner House).
- Commercial nodes (e.g., farm stands).
- Natural attractions (e.g., Lion's Club Skating Pond, Wolf's Den Campground).
- Rest areas may include:
- Benches and picnic tables placed on stable, level pads.
- Bike racks.
- Wayfinding signage.
- Trash receptacles.

Environmental and Site Constraints

All design must comply with but not limited NDDB, DEEP and Army Corps of Engineers environmental permitting standards. Several site-specific constraints must be addressed in design:
Wetlands: Include but not limited to areanear the Lions Club Skating Pond and Succor Brook Crossing. Limited bridge width may require cantilevered or adjacent structures, mitigation or boardwalk structures may be needed.
ROW Limitations: Easements or narrowing may be required.
Topographic Constraints: Extreme slopes near the Rose Farm Homestead Preserve may require terracing, retaining walls, or switchbacks.
Urban Design and Character Integration
The trail will follow an "urban tier" framework through East Haddam's Town Street corridor:

- Tier 1: Rural-Suburban Transition Zone:

with informal edges, naturalized vegetation, and lower usage intensity.

- Tier 2: Village Core Zone:

near civic and historic sites with increased pedestrian amenities, lighting, and signage.

Design elements must reflect local character through:

Native plant palettes:
Interpretive signage highlighting cultural history.
Material finishes consistent with adjacent architecture.
Wayfinding and Signage:
All signage must be ADA-compliant and consistent with the visual language of the Lower Connecticut River Valley Heritage Trail. Signage types include:
Trail Markers at key junctions.
Interpretive Signs:
near heritage sites.
Distance/Direction Markers:
at intervals of 0.25 miles.

Utility and Drainage Coordination

Trail design must coordinate with existing utilities:
Drainage swales or underground pipes should be integrated into the 10' buffer zone.
Avoid locating trails over major utility lines unless reinforced base treatments are applied.
Utility access points must be surfaced to maintain trail usability.

Maintenance and Durability

Trail design must support low-maintenance operation:

- Use of long-lasting, vandal-resistant materials.
- Avoidance of steep slopes that may erode.
- Design of joints and transitions to minimize trip hazards.

Routine maintenance requirements:
Vegetation trimming.
Surface patching (pavers or aggregate).
Seasonal drainage inspections.

Initial Considerations

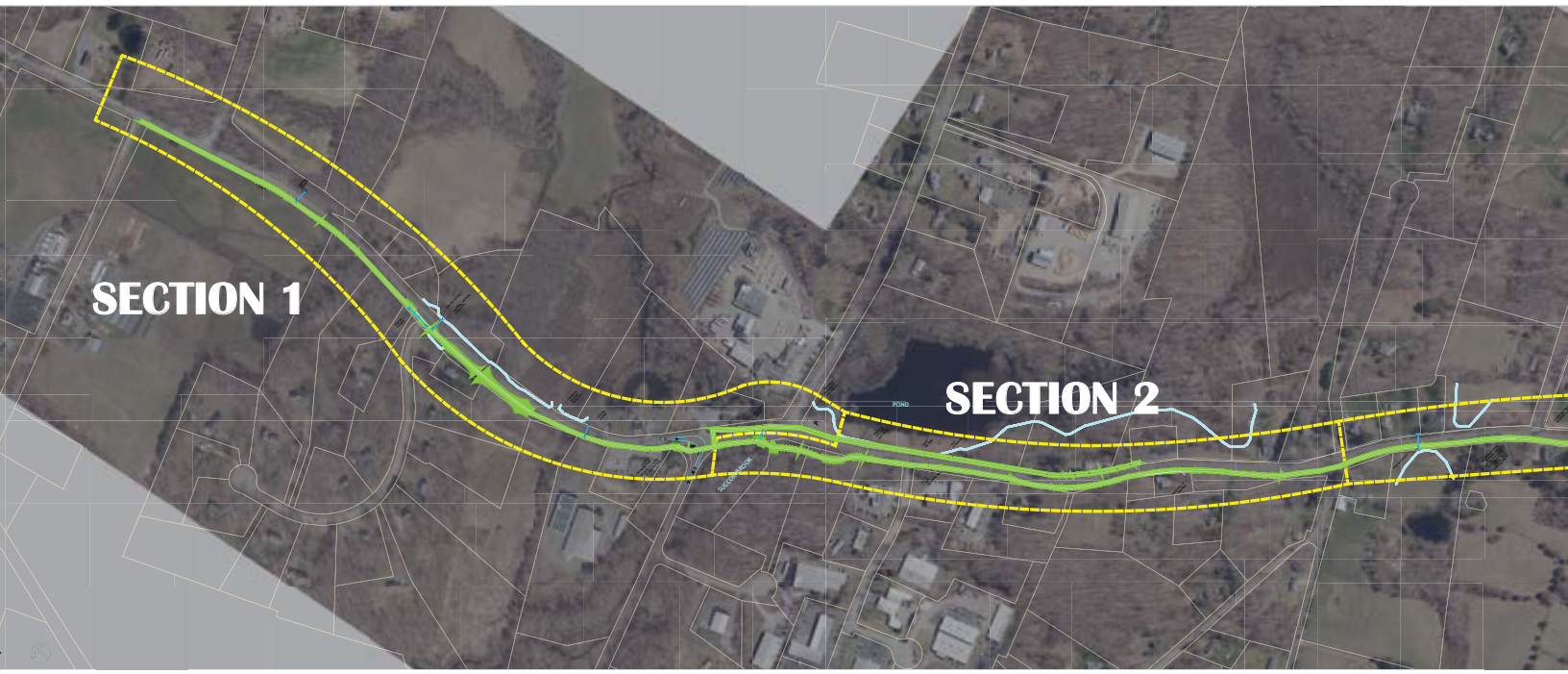
Trail Alignment

Trail Alignment Strategy and Routing Principles
The proposed trail alignment prioritizes maximum accessibility while supporting local economic vitality and maintaining environmental sensitivity. The route is strategically designed to provide strong pedestrian and recreational connections to local businesses, cultural attractions, and residential neighborhoods, while minimizing impacts on wetlands, sensitive habitats, and established vegetation. The alignment emphasizes the use of public land, including town-owned properties and existing public rights-of-way (ROWs), with minimal reliance on private easements.
Key design principles include:

- Following existing topography to minimize grading and environmental disruption;
- Providing connections to local businesses, parks, and historic sites;
- Creating a safe and comfortable user experience, especially at key crossings and high-traffic intersections.

As part of the preliminary study, the proposed multi-use trail alignment along Town Street (Route 82) in East Haddam was carefully reviewed through site visits and test routing on both the east and west sides of the corridor. The preferred alignment begins near Daniel Road, follows the west side of Town Street, and continues south to

Map 5: Proposed Multi-use Trail alignement



the Palmer-Warner House, where a pedestrian crossing brings the trail to the east side, ending at the bridge over Hemlock Valley Brook. This routing responds to several constraints: the limited right-of-way that would require multiple easements, existing wetlands and drainage conditions that pose mitigation challenges, and the importance of maintaining access to local businesses while highlighting the area's historic and scenic character. Collectively, the trail has been divided into four sections for evaluation.

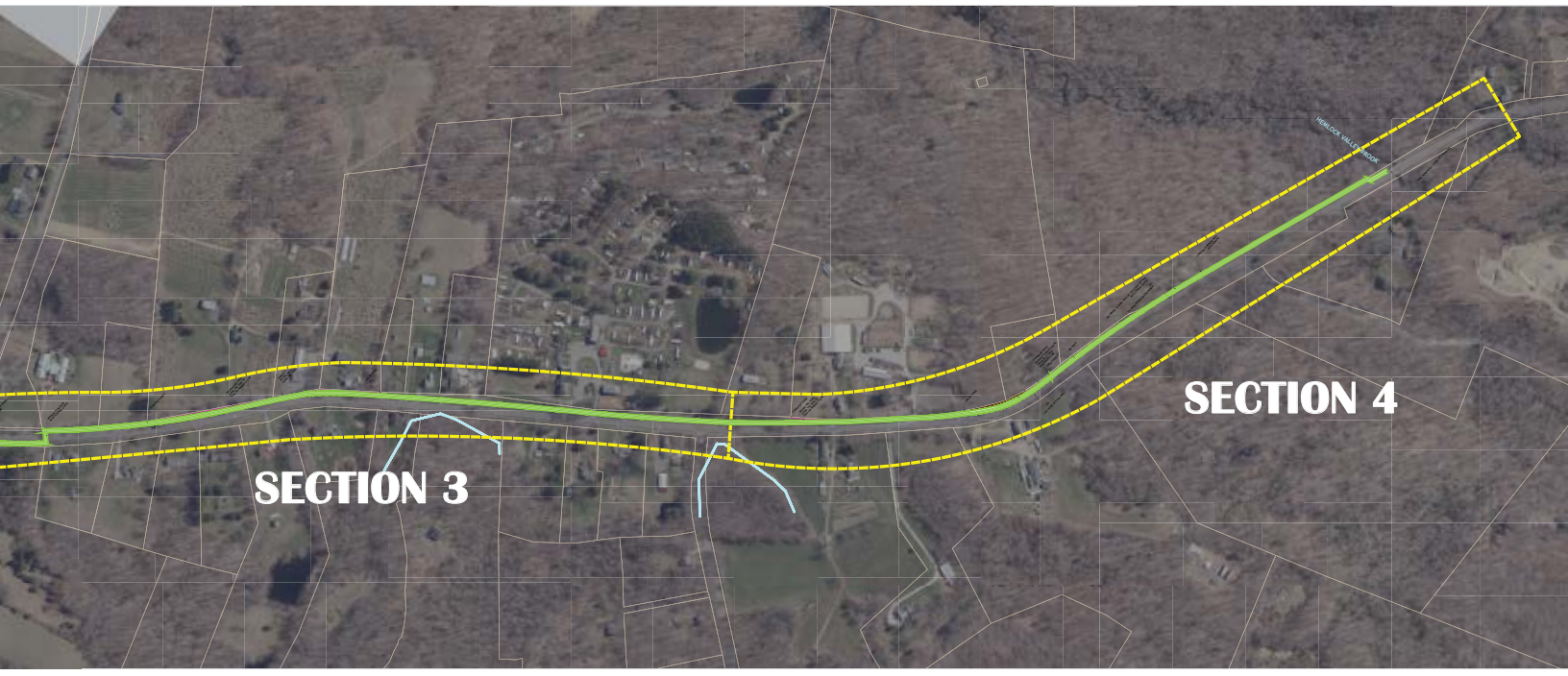
Section 1

Daniel Road–Town Street Intersection to Ray Hill Road–Town Street Intersection

This segment is approximately 2,884 feet long and remains on the west side of Town Street. It passes mulitple private parcels, requiring easements at 385 Town Street, 6 Brooke Hill Road, and 381 Town Street. At 381 Town Street, a short retaining wall is recommended to protect the adjacent property while maintaining safe clearance for trail users. The corridor in this section is generally open, providing broad seasonal views and a unique stream-crossing opportunity at Succor Brook near the intersection of Town Street and Mount Parnassus Road. The Lions Club Skating Pond offers an existing recreational destination, particularly in the winter months, and nearby businesses such as Cactus Bistro & Bar, Two Wrasslin' Cats Coffee House & Café, and the Shagbark True Value Hardware store contribute to the local attraction of this segment.

The trail character in this section will emphasize open views, a blend of natural and commercial interest, and safe connections for pedestrians. Existing culverts will require upgrades and may be converted into green infrastructure elements that provide both ecological benefit and functional stormwater management.

Two pedestrian bridges are proposed along Succor Brook to preserve existing vehicle circulation while ensuring a continuous trail experience. At the Norwich Road/Town Street intersection, a safer pedestrian crossing is essential, given the



potential for trail users to visit nearby businesses and for visitors to use the Lions Club Skating Pond as a parking and trailhead location. Intersection improvements would include narrowing crossing distances, adding a median refuge island, and installing advanced pedestrian-activated flashing beacons to address the high traffic volumes of this busy junction. Additionally, a retaining wall adjacent to Cactus Bistro will not only separate trail users from traffic but also provide ADA-compliant grades for all trail users.

Segment 2

Norwich Road–Town Street Intersection to Ray Hill Road–Town Street Intersection

In this segment, the preferred trail alignment is located along the west side of Town Street (Route 82), traversing a combination of privately owned parcels and Town-owned land. At the north end of the section, the primary easement need involves three parcels owned by Casner Realty LLC, where steep natural contours and limited right-of-way create geometric and grading challenges. As illustrated in the concept sections, a range of slope-stabilization strategies may be considered—including 2:1 slopes, 1:1 reinforced slopes, and retaining wall systems. To minimize encroachment on adjacent private properties, this concept assumes no drainage swale on the private side, limiting the overall trail width to a minimum 10-foot trail tread with a 2–3 foot shoulder or swale on the right-of-way side.

An alternative alignment on the east side of Town Street was also reviewed. This option would extend from the Lions Club Skating Pond parking area to approximately 337 Town Street, functioning as a secondary spur for visitors interested in accessing the pond area. However, the horizontal curve of Route 82 in this location creates a tight turning radius and restricted sight distance, presenting a safety concern for both trail users and motorists. In addition, existing residential structures sit very close to the right-of-way, leaving insufficient space to accommodate a consistent multi-use trail. While the nearby Ansible Market offers a potential local destination, the east-side alignment is not feasible for the primary trail corridor.

The proposed pedestrian bridge on the west side of the existing Succor Brook crossing is also proposed within this segment. The timing and phasing of this structure can be adjusted based on available funding and construction conditions. The bridge remains a flexible implementation element intended to increase safety and provide adequate width for the trail where the existing culvert serves only vehicular traffic.

Segment 3:

Ray Hill Road–Town Street Intersection to River Road–Town Street Intersection

In this segment, the trail transitions from the west side of Town Street to the east side, with a roadway crossing located just south of the Palmer-Warner House. A designated crosswalk with a safety-flash beacon—or another traffic-calming device with equivalent function—is proposed to ensure a safe crossing for pedestrians, trail users, and motorists along this section of Route 82.

This area contains two major historic resources: the Palmer-Warner House and the East Haddam Historical Society Museum.

After completing the crossing, the trail continues along the east side of Town Street, providing direct connections to nearby local businesses, including the Stanley-Whitney Winery and the Wolf's Den Campground. The concentration of historic sites and local commercial destinations in this area enhances the overall user experience by offering multiple points of interest adjacent to the trail corridor.

Beyond these immediate destinations, the trail will also extend toward Campmans Pond Preserve and the adjacent natural conservation trail network, with further linkages to Gillette Castle. Collectively, this segment creates a key junction that integrates local attractions while establishing access to regional destinations for future visitors.

Segment 4:

River Road–Town Street Intersection to the Bridge over the Hemlock Valley Brook

As the trail progresses toward its final south segment, it moves away from the East Haddam center and leads visitors to the Rose Farm Homestead Preserve. In this section, the trail is positioned along the east side of Town Street, emphasizing a nature-focused travel experience.

At the onset, near the rear of Light Farm, Inc., decorative or safety fencing is proposed to address visitor safety and prevent trespassing. In areas with aggressive topography—such as deep ditches, steep slopes, and rocky conditions—cut-and-fill techniques will be employed. A 12-foot wide trail is recommended, with a center stripe to separate pedestrian and cyclist traffic. The slope in this segment, which averages to 8%, poses a challenge for meeting accessibility requirements, and efforts will be made to ensure compliance with ADA standards.

Prior to any ground disturbance, geotechnical assessments will be conducted to confirm site conditions and ensure the trail's stability and safety.within the Lower Connecticut River Valley.

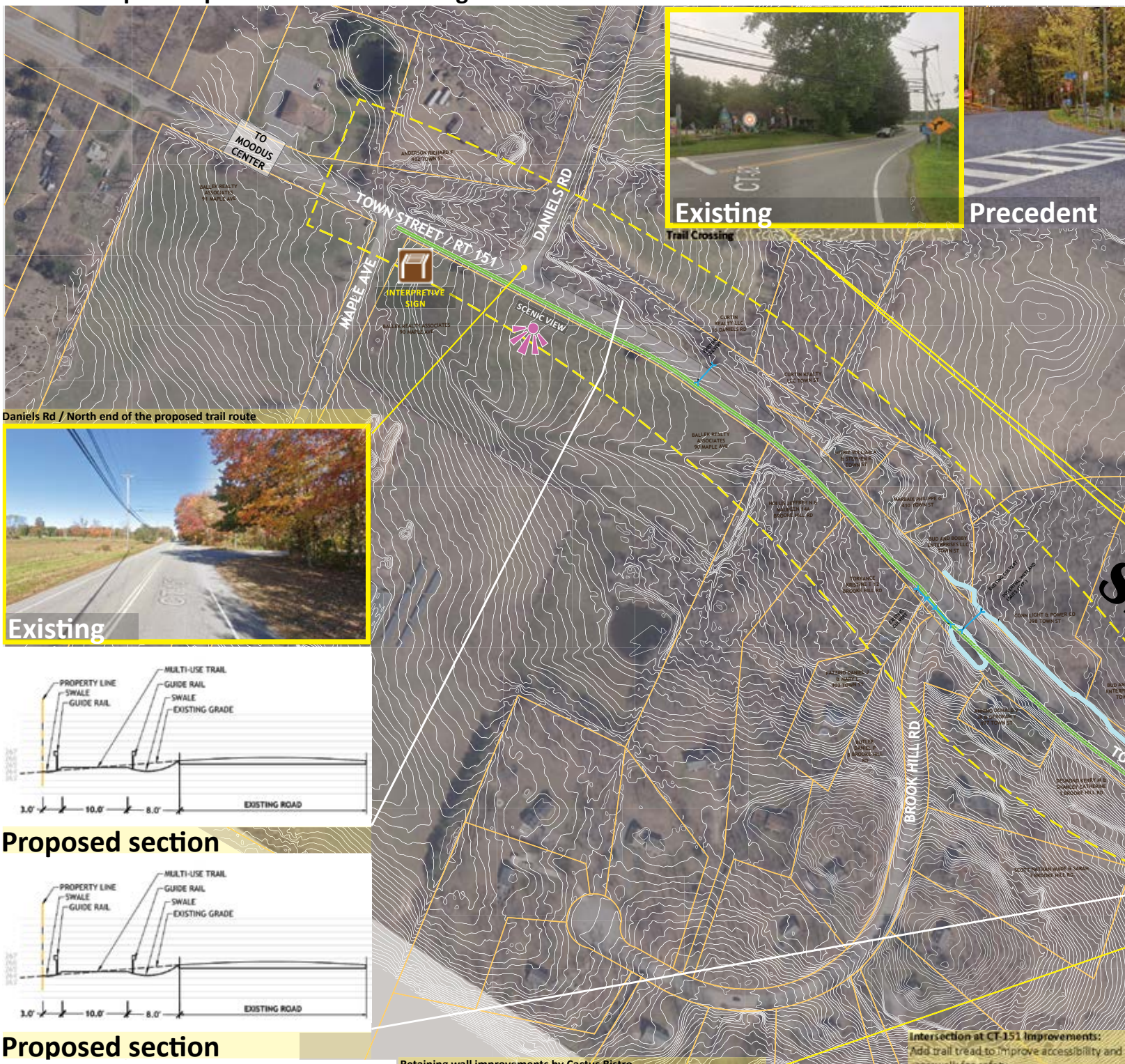
The site improvements for this segment also include upgrades to the existing trailhead at the Rose Farm Homestead Preserve. The current gravel area will be formalized into a designated parking facility featuring improved surface materials, defined parking bays, and ADA-compliant parking spaces. Additional site amenities—such as wayfinding signage, seating, and informational elements—are proposed to enhance user comfort and accessibility for visitors of all ages and user groups.

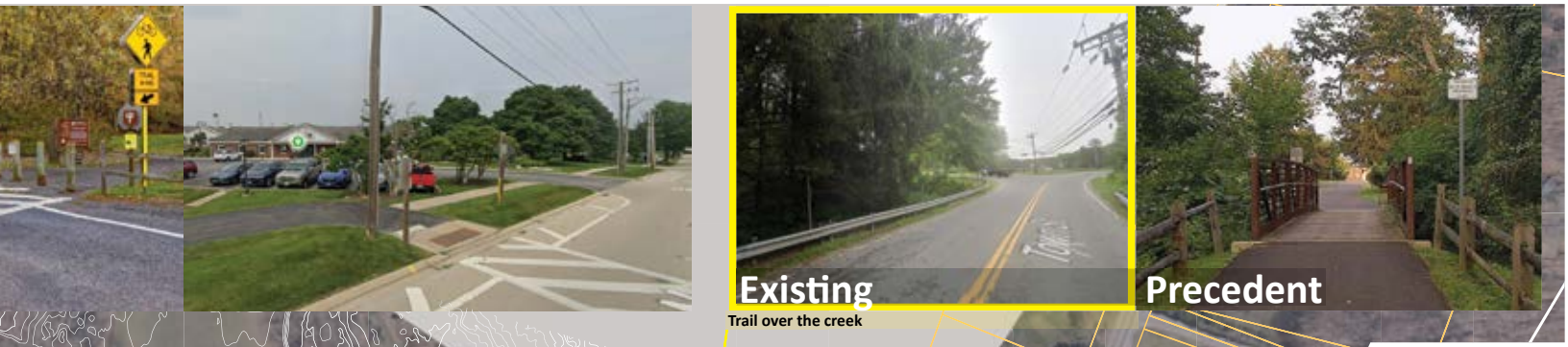
Notes:

Phasing Note

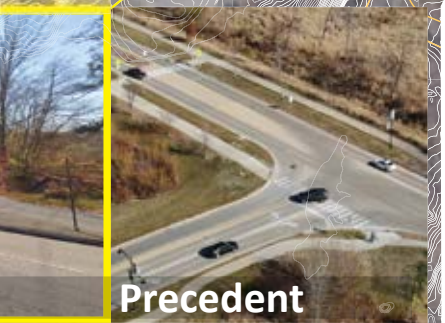
The section numbers identified in this study do not represent a finalized construction phasing plan. They serve only as location markers to support future decisions about construction sequencing. Each segment offers unique opportunities and addresses the needs of different local communities and stakeholder groups; therefore, the final phasing strategy will be developed to best support these varying priorities.

Map 6: Proposed Multi-use Trail alignement Section 1





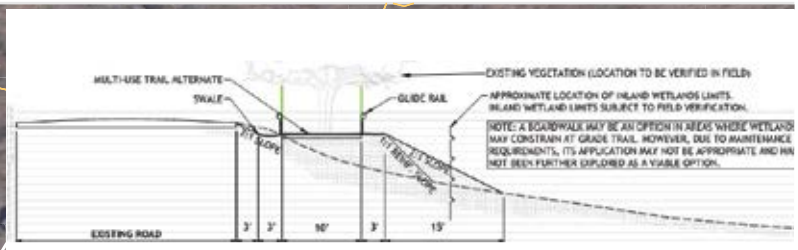
Trail over the creek



Map 7: Proposed Multi-use Trail alignement Section 2







Proposed section



Proposed section

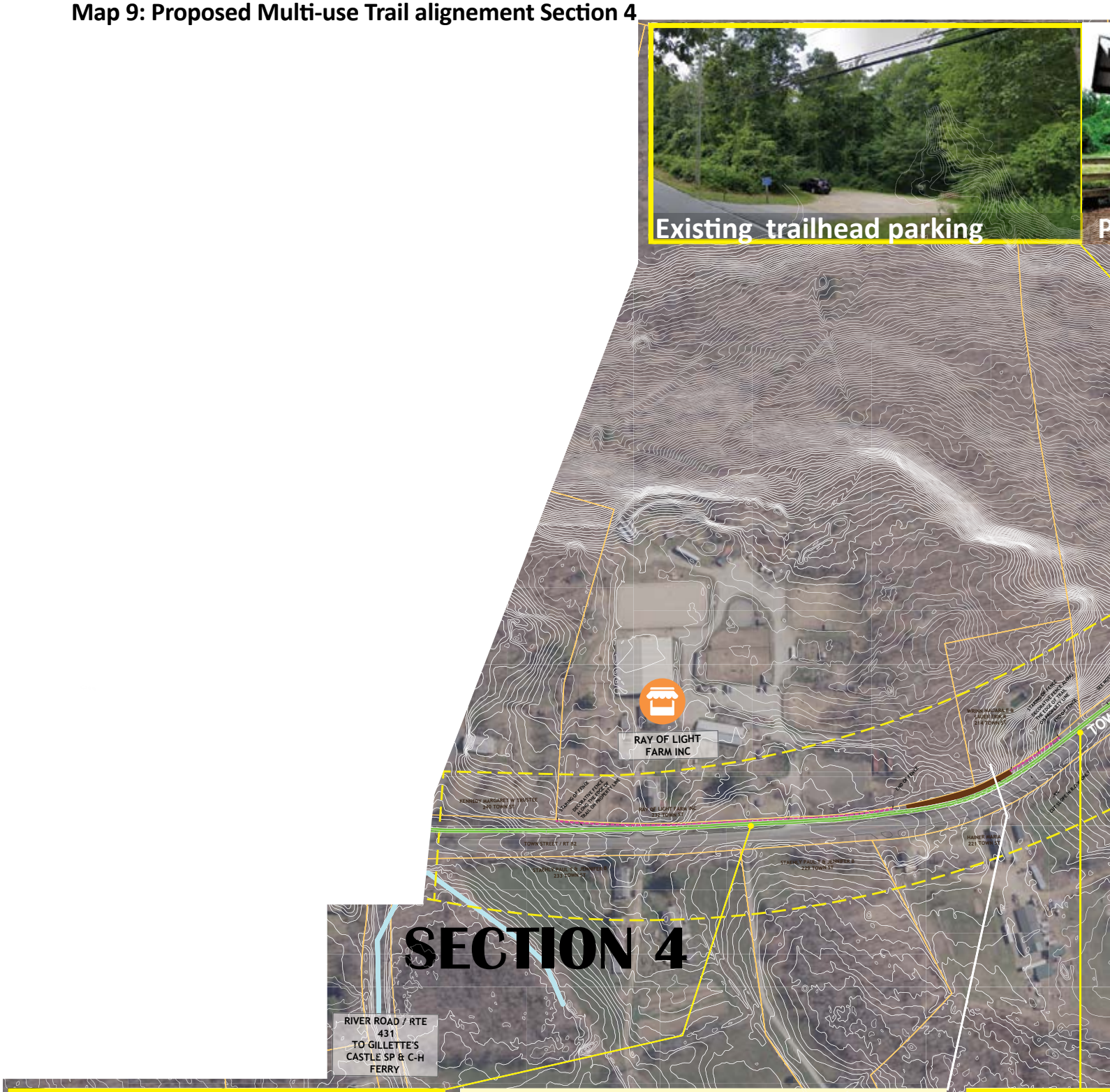
Map 8: Proposed Multi-use Trail alignement Section 3




Existing
Existing
STAEHLY'S FARM & WINERY
EAST HADDAM HISTORICAL SOCIETY MUSEUM
WOLF'S DEN FAMILY CAMPGROUND 200 SITES
TOWN STREET / RT 82
RIVER ROAD / RTE 431 TO GILLETTE'S CASTLE SP & C-H FERRY
AN'S POND PRESEVE
TURE CONSEVANCY
O CHAPMAN POND &
HE CT RIVER


Precedents Parklet

Map 9: Proposed Multi-use Trail alignement Section 4




recedent - Improved trailhead with parking
Existing
HEMLOCK VALLEY BRIDGE
INTERPRETIVE SIGN
ROSE FARM HOMESTEAD RESERVE
INTERPRETIVE SIGN
TOWN STREET / RT 82
TOWN STREET / RT 82


pical road
Precedents

Public Outreach

As part of the East Haddam Town Street Multi-Use Trail feasibility study, a preliminary public outreach effort was conducted to inform the community about the project scope and gather input on key considerations.
Stakeholders were briefed on the proposed trail corridor, including areas adjacent to private properties, and discussions focused on potential easements, trail alignment options, and opportunities to minimize impacts on neighboring landowners. Community members were invited to share local concerns, priorities, and “wish list” items for trail amenities, safety features, and access to recreational and cultural resources. Feedback collected during this process helped identify design opportunities, potential constraints, and strategies to balance public benefit with respect for private property and environmental resources.

Outreach Methods

Stakeholder Meetings

- Individual or small-group meetings with property owners
- Discussions with local businesses owners and residents

Public Meetings / Open House Events

Time: Tuesday, September 16, 2025
6:00 a.m. – 8:00 p.m.
Location:
Municipal Office Complex
1 Plains Road
Moodus, Connecticut times, and locations
Event format:
Voting, Q&A, comments collection, Survey and Mapping exercise



Open House Events

FREEMAN COMPANIES

Town Street Trail Comments / Survey

Sep 16, 2025

1. Select your age group:

☐ Below 18 ☐ 18–25 ☐ 25–35 ☐ 35–45 ☐ 45–60 ☐ 60+

2. How likely are you to use the trail? (Select one)

☐ Will not use ☐ Occasionally ☐ Frequently

3. Which modes of exercise do you prefer? (Select all that apply)

☐ Walk ☐ Jog/Run ☐ Bike ☐ Other: _____

4. What are the top 2 most important attributes of the trails?

☐ Historic
☐ Recreation
☐ Social opportunities
☐ Exercise
☐ Scenic quality
☐ Other: _____

5. What section of the trail should be implemented first? (Select one)

☐ Section 1 ☐ Section 2 ☐ Section 3 ☐ Section 4

6. Please provide additional comments:

_____

_____

_____

_____

_____

_____

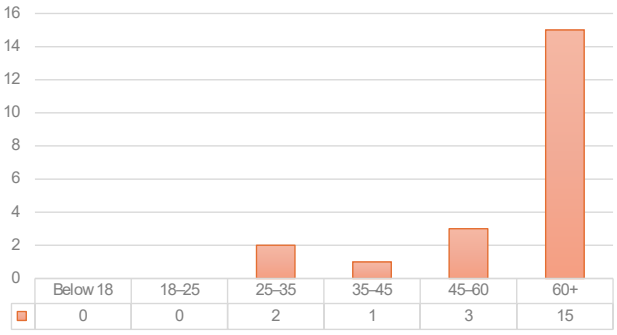
_____

_____

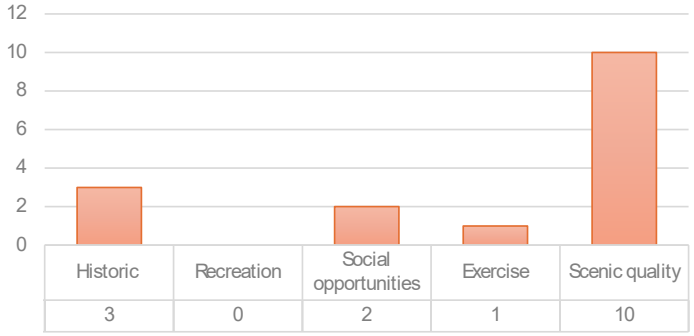
FREEMAN COMPANIES 36 JOHN ST, HARTFORD, CT | (860) 251-9550 | FREEMANCOS.COM

Summary of Public Feedback

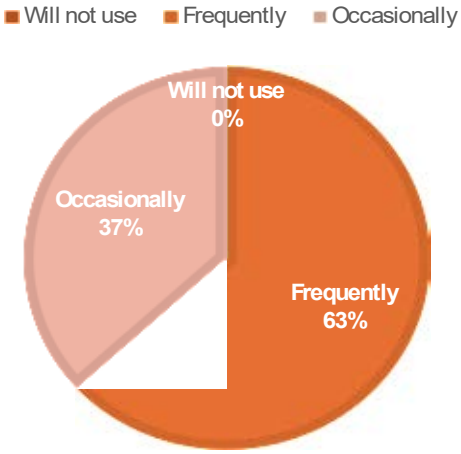
Age group



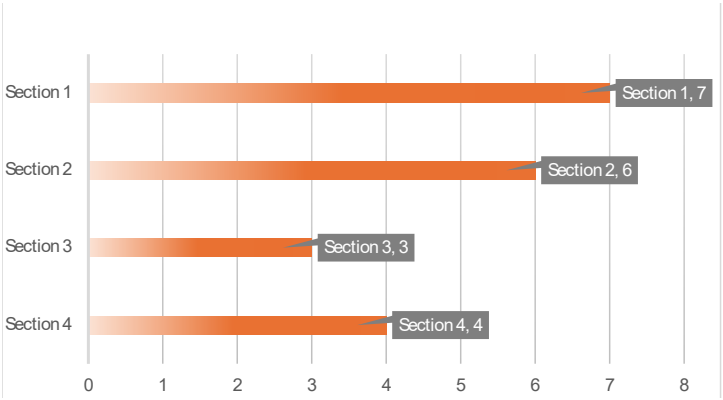
Top 2 Most Important Trail Attributes



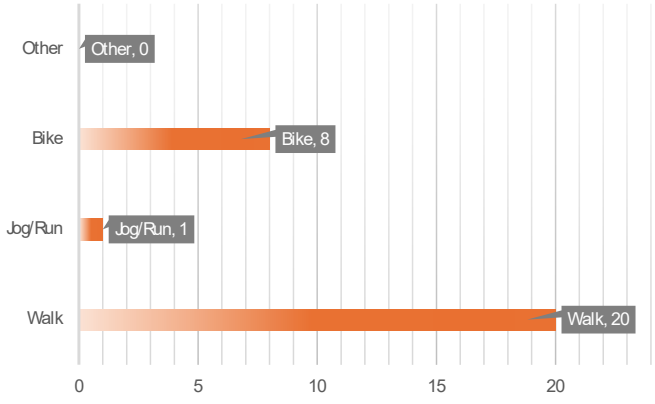
Trail User Activity Level



Initial Trail SectionImp lementation



Trail User Activities



Summary

The survey results indicate that the primary users of the proposed trail are older adults, predominantly aged 60 and above, though younger groups between 25 and 60 also participate. Walking is by far the most common activity, with biking and jogging occurring less frequently. Respondents highlighted multiple motivations for using the trail, including recreation, exercise, social opportunities, scenic enjoyment, historic interest, and safety. Many participants emphasized the value of trails for community engagement and overall well-being.

In terms of trail sections, Section 1 and Section 2 emerged as the highest priorities for initial implementation. Section 2, in particular, was noted for its potential to connect key areas of the town and provide commercial and recreational benefits, while Section 1 was frequently cited for accessibility and multi-use opportunities. Sections 3 and 4 were suggested for later phases, offering scenic and historic features, exercise opportunities, and safety enhancements. This phased approach would allow the community to benefit from immediate, high-impact trail segments while planning for longer-term connectivity and amenity improvements.

Respondents also raised practical considerations that should inform trail design. Maintenance costs and long-term upkeep were common concerns, and surface material preferences were noted, with some advocating for non-asphalt surfaces. Additionally, specific infrastructure issues, such as poor drainage from nearby properties, need to be addressed to prevent water-related damage and ensure trail usability.

Several comments also highlighted the importance of integrating the trail with community spaces and features, creating opportunities for both recreational use and local economic benefits.

Overall, the feedback suggests that implementing the trail in a phased, prioritized manner—beginning with Sections 1 and 2—would maximize immediate community benefits while addressing practical construction and maintenance concerns. Subsequent development of Sections 3 and 4 could further enhance connectivity, recreation, and the overall trail experience.

Final Recommendations

The East Haddam Town Street Multi-Use Trail represents a significant opportunity to enhance community connectivity, support local economic activity, and provide accessible recreational options for residents and visitors of all ages. Based on the feasibility study, site conditions, and survey feedback, it is recommended that the trail be implemented in a phased approach, prioritizing Sections 1 and 2 for initial construction. These segments offer the highest immediate value, providing safe and accessible connections to local businesses, historic sites, and recreational destinations such as the Lions Club Skating Pond, while also accommodating the majority of anticipated trail users, particularly older adults and walkers.

Sections 3 and 4 should follow in subsequent phases, integrating scenic, historic, and natural features while establishing connections to broader regional destinations, including Campmans Pond Preserve and Gillette Castle State Park. This phased strategy allows the community to experience tangible benefits early, while managing construction complexity, easement negotiations, and budget considerations.

Trail design must carefully address practical considerations identified during the study, including stormwater management, slope stabilization, drainage improvements, retaining walls, and safe roadway crossings. The use of ADA-compliant surfaces, buffers, and signage will ensure accessibility and safety for all users. Integrating the trail with community spaces and local businesses will maximize recreational and economic benefits, while sensitive alignment choices will minimize impacts to wetlands, topography, and private properties.

In conclusion, advancing the East Haddam Town Street Multi-Use Trail in this phased, carefully designed manner will create a durable, safe, and engaging corridor that supports healthy lifestyles, strengthens community connectivity, and highlights the town's natural and historic character. This project is expected to serve as a model for future trail development in the Lower Connecticut River Valley.

Preliminary Opinion of Probable Construction Costs

Town Street Trail / All sections
Opinion of Probable Cost (OPC)

UPDATED Oct 23, 2025

Item #	Item Code	Item Description	UOM	QTY	Unit Price	Line Total
Construtions items						
1		Section 1	LS	1		$ 1,031,742.32
2		Section 2	LS	1		$ 624,313.49
3		Section 3	LS	1		$ 906,510.84
4		Section 4	LS	1		$ 692,681.35
		TOTAL CONSTRUCTION ITEMS				**$ 3,255,248.00**

Town Street Trail / Section 1

Opinion of Probable Cost (OPC)

UPDATED Oct 23, 2025

Item #	Item Code	Item Description	UOM	QTY	Unit Price	Line Total
Construtsion items						
1		UTILITY POLE RELOCATION	EA	2	$ 1,500.00	$ 3,000.00
2		UTILITY POLES – BRACING GUIDE ADJUSTMENT	EA	8	$ 800.00	$ 6,400.00
3		RELOCATE/REBUILD STONE WALLS	LF	380	$ 200.00	$ 76,000.00
4		DRAINAGE – BIOSWALES (GREEN INFRASTRUCTURE) - 25% OF TRAIL LENGTH	LF	721	$ 10.00	$ 7,209.00
5		WETLAND MITIGATION	LS	1	$ 10,000.00	$ 10,000.00
6		TRAIL – 10' WIDTH (NO STRIPING) – CT DOT STANDARD, w/10" BASE	LF	2884	$ 50.00	$ 144,180.00
7		GRADING CUT/FILL	CY	33	$ 10.00	$ 329.63
8		GUARDRAIL ALONG TRAIL - FULL TRAIL LENGTH	LF	2884	$ 50.00	$ 144,180.00
9		RETAINING WALLS – STONE	LF	380	$ 60.00	$ 22,800.00
10		DECORATIVE FENCE - 4'H @RESIDENCE	LF	0		
11		SECURITY FENCE OF PROPERTIES (PER PERIMETER) - 6'H	LF	0		
12		INTERPRETIVE TRAIL SIGNAGE PANELS	EA	3	$ 500.00	$ 1,500.00
13		HC PARKING / PHASING SIGN	EA	1	$ 500.00	$ 500.00
14		OTHER TRAIL SIGNAGES: MILE MARKERS	EA	4	$ 300.00	$ 1,200.00
15		FLASHING BEACON @ MIDBLOCK CROSSING	EA	0		$ -
16		TREE PROTECTION – FENCE	LF	288	$ 10.00	$ 2,883.60
17		TREE PROTECTION – ARBORIST	LS	1	$ 2,000.00	$ 2,000.00
18		BRIDGING OF SUCCOR BROOK - BRIDGE	EA	1.00	$ 100,000.00	$ 100,000.00
19		BRIDGING OF SUCCOR BROOK - PERTH/DECK	EA	1.00	$ 100,000.00	$ 100,000.00
20		TRAFFIC CONTROL	LS	1	$ 5,000.00	$ 5,000.00
21		MANHOUR – PROTECTION OF TRAFFIC	LS	1	$ 5,000.00	$ 5,000.00
22		POLICE	LS	1	$ 5,000.00	$ 5,000.00
23		INCIDENTALS	LS	1	$ 5,000.00	$ 5,000.00
24		BENCHES / SEATING	EA	2	$ 1,500.00	$ 3,000.00
25		BICYCLE RACKS	EA	1	$ 1,000.00	$ 1,000.00
26		TRASH RECEPTACLES	EA	1	$ 1,000.00	$ 1,000.00
27		TEMPORARY EROSION CONTROL	LF	2884	$ 5.00	$ 14,418.00
Soft costs						
28		SURVEY	LS	1	$ 5,000.00	$ 5,000.00
29		WETLAND DELINEATION	LS	1	$ 2,000.00	$ 2,000.00
30		GEOTECH	LS	1	$ 5,000.00	$ 5,000.00
31		ALIGNMENT DESIGN – CIVIL / LANDSCAPE	LS	1	$ 35,000.00	$ 35,000.00
32		NEPA - TBD	LS	1		$ -
33		PERMITTING	LS	1	$ 1,000.00	$ 1,000.00
34		CONSTRUCTION ADMINISTRATION	LS	1	$ 25,000.00	$ 25,000.00
35		ENVIRONMENTAL MONITORING	LS	1	$ 5,000.00	$ 5,000.00
36		CLEARING AND GRUBBING (0.5%)	LS			$ 3,698.00
37		MOBILIZATION & CLOSEOUT (3%)	LS			$ 22,188.01
38		CONSTRUCTION STAKING (1%)	LS			$ 7,396.00
39		INCIDENTALS (TESTING/SOFT COSTS) (15%)	LS			$ 110,940.03
40		CONTINGENCIES (20%)	LS			$ 147,920.05
		TOTAL CONSTRUCTION ITEMS				**$ 1,031,742.32**

Town Street Trail / Section 2

Opinion of Probable Cost (OPC)

UPDATED Oct 23, 2025

Item #	Item Code	Item Description	UOM	QTY	Unit Price	Line Total
Construtrion items						
1		UTILITY POLE RELOCATION	EA	2.00	$ 1,500.00	$ 3,000.00
2		UTILITY POLES – BRACING GUIDE ADJUSTMENT	EA	8.00	$ 800.00	$ 6,400.00
3		RELOCATE/REBUILD STONE WALLS	LF	-		$ -
4		DRAINAGE – BIOSWALES (GREEN INFRASTRUCTURE) - 25% OF TRAIL LENGTH	LF	669.05	$ 10.00	$ 6,690.50
5		WETLAND MITIGATION	LS	1.00	$ 15,000.00	$ 15,000.00
6		TRAIL – 10' WIDTH (NO STRIPING) – CT DOT STANDARD, w/10" BASE	LF	2,676.20	$ 50.00	$ 133,810.00
7		GRADING CUT/FILL	CY	30.59	$ 10.00	$ 305.92
8		GUARDRAIL ALONG TRAIL - FULL TRAIL LENGTH	LF	2,676.20	$ 50.00	$ 133,810.00
9		RETAINING WALLS – STONE	LF	609.00	$ 60.00	$ 36,540.00
10		DECORATIVE FENCE - 4'H @RESIDENCE	LF	802.86	$ 50.00	$ 40,143.00
11		SECURITY FENCE OF PROPERTIES (PER PERIMETER) - 6'H	LF	-		
12		INTERPRETIVE TRAIL SIGNAGE PANELS	EA	3.00	$ 500.00	$ 1,500.00
13		HC PARKING / PHASING SIGN	EA	-		$ -
14		OTHER TRAIL SIGNAGES: MILE MARKERS	EA	4.00	$ 300.00	$ 1,200.00
15		FLASHING BEACON @ MIDBLOCK CROSSING	EA	1.00	$ 2,000.00	$ 2,000.00
16		TREE PROTECTION – FENCE	LF	267.62	$ 10.00	$ 2,676.20
17		TREE PROTECTION – ARBORIST	LS	1.00	$ 2,000.00	$ 2,000.00
18		TRAFFIC CONTROL	LS	1.00	$ 5,000.00	$ 5,000.00
19		MANHOUR – PROTECTION OF TRAFFIC	LS	1.00	$ 5,000.00	$ 5,000.00
20		POLICE	LS	1.00	$ 5,000.00	$ 5,000.00
21		INCIDENTALS	LS	1.00	$ 5,000.00	$ 5,000.00
22		BENCHES / SEATING	EA	2.00	$ 1,500.00	$ 3,000.00
23		BICYCLE RACKS	EA	1.00	$ 1,000.00	$ 1,000.00
24		TRASH RECEPTACLES	EA	1.00	$ 1,000.00	$ 1,000.00
26		TEMPORARY EROSION CONTROL	LF	2,676.20	$ 5.00	$ 13,381.00
Soft costs						
27		SURVEY	LS	1	$ 5,000.00	$ 5,000.00
28		WETLAND DELINEATION	LS	1	$ 2,000.00	$ 2,000.00
29		GEOTECH	LS	1	$ 5,000.00	$ 5,000.00
30		ALIGNMENT DESIGN – CIVIL / LANDSCAPE	LS	1	$ 35,000.00	$ 35,000.00
31		NEPA	LS	1		$ -
32		PERMITTING	LS	1	$ 1,000.00	$ 1,000.00
33		CONSTRUCTION ADMINISTRATION	LS	1	$ 25,000.00	$ 25,000.00
34		ENVIRONMENTAL MONITORING	LS	1	$ 5,000.00	$ 5,000.00
35		CLEARING AND GRUBBING (0.5%)	LS			$ 2,507.28
36		MOBILIZATION & CLOSEOUT (3%)	LS			$ 15,043.70
37		CONSTRUCTION STAKING (1%)	LS			$ 5,014.57
38		INCIDENTALS (TESTING/SOFT COSTS) (10%)	LS			$ 50,145.66
39		CONTINGENCIES (10%)	LS			$ 50,145.66
		TOTAL CONSTRUCTION ITEMS				**$ 624,313.49**

Town Street Trail / Section 3

Opinion of Probable Cost (OPC)

UPDATED Oct 23, 2025

Item #	Item Code	Item Description	UOM	QTY	Unit Price	Line Total
Construtrion items						
1		UTILITY POLE RELOCATION	EA	4.00	$ 1,500.00	$ 6,000.00
2		UTILITY POLES – BRACING GUIDE ADJUSTMENT	EA	12.00	$ 800.00	$ 9,600.00
3		RELOCATE/REBUILD STONE WALLS	LF	-		$ -
4		DRAINAGE – BIOSWALES (GREEN INFRASTRUCTURE) - 25% OF TRAIL LENGTH	LF	1,034.03	$ 10.00	$ 10,340.25
5		WETLAND MITIGATION	LS	1.00	$ 5,000.00	$ 5,000.00
6		TRAIL – 10' WIDTH (NO STRIPING) – CT DOT STANDARD, w/10" BASE	LF	4,136.10	$ 50.00	$ 206,805.00
7		GRADING CUT/FILL	CY	47.28	$ 10.00	$ 472.81
8		GUARDRAIL ALONG TRAIL - FULL TRAIL LENGTH	LF	4,136.10	$ 50.00	$ 206,805.00
9		RETAINING WALLS – STONE	LF	609.00	$ 60.00	$ 36,540.00
10		DECORATIVE FENCE - 4'H @RESIDENCE	LF	1,240.83	$ 50.00	$ 62,041.50
11		SECURITY FENCE OF PROPERTIES (PER PERIMETER) - 6'H	LF	1,000.00	$ 50.00	$ 50,000.00
12		INTERPRETIVE TRAIL SIGNAGE PANELS	EA	3.00	$ 500.00	$ 1,500.00
13		HC PARKING / PHASING SIGN	EA	-		$ -
14		OTHER TRAIL SIGNAGES: MILE MARKERS	EA	4.00	$ 300.00	$ 1,200.00
15		FLASHING BEACON @ MIDBLOCK CROSSING	EA	1.00	$ 2,000.00	$ 2,000.00
16		TREE PROTECTION – FENCE	LF	413.61	$ 10.00	$ 4,136.10
17		TREE PROTECTION – ARBORIST	LS	1.00	$ 2,000.00	$ 2,000.00
18		TRAFFIC CONTROL	LS	1.00	$ 5,000.00	$ 5,000.00
19		MANHOUR – PROTECTION OF TRAFFIC	LS	1.00	$ 5,000.00	$ 5,000.00
20		POLICE	LS	1.00	$ 5,000.00	$ 5,000.00
21		INCIDENTALS	LS	1.00	$ 5,000.00	$ 5,000.00
22		BENCHES / SEATING	EA	2.00	$ 1,500.00	$ 3,000.00
23		BICYCLE RACKS	EA	1.00	$ 1,000.00	$ 1,000.00
24		TRASH RECEPTACLES	EA	1.00	$ 1,000.00	$ 1,000.00
26		TEMPORARY EROSION CONTROL	LF	4,136.10	$ 5.00	$ 20,680.50
Soft costs						
27		SURVEY	LS	1	$ 5,000.00	$ 5,000.00
28		WETLAND DELINEATION	LS	1	$ 2,000.00	$ 2,000.00
29		GEOTECH	LS	1	$ 5,000.00	$ 5,000.00
30		ALIGNMENT DESIGN – CIVIL / LANDSCAPE	LS	1	$ 35,000.00	$ 35,000.00
31		NEPA	LS	1		$ -
32		PERMITTING	LS	1	$ 1,000.00	$ 1,000.00
33		CONSTRUCTION ADMINISTRATION	LS	1	$ 25,000.00	$ 25,000.00
34		ENVIRONMENTAL MONITORING	LS	1	$ 5,000.00	$ 5,000.00
35		CLEARING AND GRUBBING (0.5%)	LS			$ 3,640.61
36		MOBILIZATION & CLOSEOUT (3%)	LS			$ 21,843.63
37		CONSTRUCTION STAKING (1%)	LS			$ 7,281.21
38		INCIDENTALS (TESTING/SOFT COSTS) (10%)	LS			$ 72,812.12
39		CONTINGENCIES (10%)	LS			$ 72,812.12
		TOTAL CONSTRUCTION ITEMS				**$ 906,510.84**

Town Street Trail / Section 4

Opinion of Probable Cost (OPC)

UPDATED Oct 23, 2025

Item #	Item Code	Item Description	UOM	QTY	Unit Price	Line Total
Construtrion items						
1		UTILITY POLE RELOCATION	EA	4.00	$ 1,500.00	$ 6,000.00
2		UTILITY POLES – BRACING GUIDE ADJUSTMENT	EA	12.00	$ 800.00	$ 9,600.00
3		RELOCATE/REBUILD STONE WALLS	LF	-		$ -
4		DRAINAGE – BIOSWALES (GREEN INFRASTRUCTURE) - 25% OF TRAIL LENGTH	LF	765.66	$ 10.00	$ 7,656.55
5		WETLAND MITIGATION	LS	1.00	$ 5,000.00	$ 5,000.00
6		TRAIL – 10' WIDTH (NO STRIPING) – CT DOT STANDARD, w/10" BASE	LF	3,062.62	$ 50.00	$ 153,131.00
7		GRADING CUT/FILL	CY	35.01	$ 10.00	$ 350.09
8		GUARDRAIL ALONG TRAIL - FULL TRAIL LENGTH	LF	3,062.62	$ 50.00	$ 153,131.00
9		RETAINING WALLS – STONE	LF	280.00	$ 60.00	$ 16,800.00
10		DECORATIVE FENCE - 4'H @RESIDENCE	LF	612.52	$ 50.00	$ 30,626.20
11		SECURITY FENCE OF PROPERTIES (PER PERIMETER) - 6'H	LF	950.00	$ 50.00	$ 47,500.00
12		INTERPRETIVE TRAIL SIGNAGE PANELS	EA	3.00	$ 500.00	$ 1,500.00
13		HC PARKING / PHASING SIGN	EA	1.00	$ 500.00	$ 500.00
14		OTHER TRAIL SIGNAGES: MILE MARKERS	EA	4.00	$ 300.00	$ 1,200.00
15		FLASHING BEACON @ MIDBLOCK CROSSING	EA	-		$ -
16		TREE PROTECTION – FENCE	LF	306.26	$ 10.00	$ 3,062.62
17		TREE PROTECTION – ARBORIST	LS	1.00	$ 2,000.00	$ 2,000.00
18		TRAFFIC CONTROL	LS	1.00	$ 5,000.00	$ 5,000.00
19		MANHOUR – PROTECTION OF TRAFFIC	LS	1.00	$ 5,000.00	$ 5,000.00
20		POLICE	LS	1.00	$ 5,000.00	$ 5,000.00
21		INCIDENTALS	LS	1.00	$ 5,000.00	$ 5,000.00
22		BENCHES / SEATING	EA	2.00	$ 1,500.00	$ 3,000.00
23		BICYCLE RACKS	EA	1.00	$ 1,000.00	$ 1,000.00
24		TRASH RECEPTACLES	EA	1.00	$ 1,000.00	$ 1,000.00
26		TEMPORARY EROSION CONTROL	LF	3,062.62	$ 5.00	$ 15,313.10
Soft costs						
27		SURVEY	LS	1	$ 5,000.00	$ 5,000.00
28		WETLAND DELINEATION	LS	1	$ 2,000.00	$ 2,000.00
29		GEOTECH	LS	1	$ 5,000.00	$ 5,000.00
30		ALIGNMENT DESIGN – CIVIL / LANDSCAPE	LS	1	$ 35,000.00	$ 35,000.00
31		NEPA	LS	1		$ -
32		PERMITTING	LS	1	$ 1,000.00	$ 1,000.00
33		CONSTRUCTION ADMINISTRATION	LS	1	$ 25,000.00	$ 25,000.00
34		ENVIRONMENTAL MONITORING	LS	1	$ 5,000.00	$ 5,000.00
35		CLEARING AND GRUBBING (0.5%)	LS			$ 2,781.85
36		MOBILIZATION & CLOSEOUT (3%)	LS			$ 16,691.12
37		CONSTRUCTION STAKING (1%)	LS			$ 5,563.71
38		INCIDENTALS (TESTING/SOFT COSTS) (10%)	LS			$ 55,637.06
39		CONTINGENCIES (10%)	LS			$ 55,637.06
		TOTAL CONSTRUCTION ITEMS				**$ 692,681.35**

Grant/Funding Opportunities

Funding Opportunities

Development of the East Haddam Town Street Multi-Use Trail may be supported through a combination of federal, state, and local funding sources, as well as multi-phase implementation strategies. This section identifies potential funding programs and outlines key considerations for project advancement.

Federal Funding Opportunities

Transportation Alternatives Program (TAP)

Administered through CTDOT, the Federal TAP program supports bicycle and pedestrian infrastructure, recreational trails, safe-routes connectivity, and community enhancements.

Eligible Activities: Shared-use paths, trailheads, safety improvements, ADA compliance.

Key Considerations:

- Requires municipal sponsorship and long-term maintenance commitment.
- Competitive scoring favors projects with strong regional connectivity and multi-modal benefits.
- Typically requires matching funds (20%).

Recreational Trails Program (RTP)

A federal program administered by CT DEEP, funding construction and maintenance of motorized and non-motorized trails.

Key Considerations:

- Can fund trail construction, bridges, drainage, signage, and planning.
- Matching requirement typically 20%.

Environmental review (NEPA) may apply depending on route and resource impacts.

Federal Lands Access Program (FLAP)

As the corridor provides access toward Gillette Castle State Park, the project may qualify for FLAP support.

Key Considerations:

- Must demonstrate direct benefit to federal or state lands.
- Prioritizes multimodal access, safety, and congestion reduction.

State Funding Opportunities

CT DEEP Community Recreation & Trails Grant Program

A primary funding source for local trail construction in Connecticut.

Eligible Uses: Trail design, permitting, construction, bridges, accessible features, trailheads.

Key Considerations:

- Phased applications are common; municipalities often apply for construction of one corridor segment at a time.
- Strong emphasis on environmental protection, NDDB review, and ADA accessibility.

Projects must demonstrate broad community use and coordination with local conservation partners.

LOTCIP (Local Transportation Capital Improvement Program)

Managed by CTDOT and administered through regional COGs (e.g., RiverCOG).
Eligible Uses: Bicycle/pedestrian infrastructure on functionally classified roads.
Key Considerations:

- No local match required, but design must meet CTDOT standards.

Best applied to roadway-adjacent trail segments, crossings, or intersection improvements.

STEAP—Small Town Economic Assistance Program
Supports infrastructure in small towns like East Haddam (<35,000 population).
Eligible Uses: Trailheads, parking areas, accessibility upgrades, and tourism-related enhancements.
Key Considerations:

- Strong link to economic impact and local business connectivity required.

Regional & Local Funding Opportunities
RiverCOG Regional Transportation Funds
Regional planning funds may support design, feasibility refinement, and multimodal planning.

Local Capital Budget / CIP
Town capital improvement funds can be used for matching funds, incremental improvements, or trailhead development.

Partnerships & Private Donations
Potential collaborations include:

- Local land trusts (e.g., East Haddam Land Trust)
- Historical organizations
- Adjacent businesses
- Foundations supporting open space and outdoor recreation

Key Grant Application Considerations

- Environmental Constraints: NDDB areas, wetlands, steep slopes, and stream crossings may require phased permitting.
- Right-of-Way Acquisition: Secure letters of support or intent from private property owners (e.g., Casner Realty LLC).
- Accessibility Compliance: Demonstrate how steep segments will be addressed or mitigated.
- Community Support: Strong letters from businesses, land trusts, and historical institutions enhance scoring.
- Cost Estimates: Provide realistic planning-level construction and maintenance costs.
- Maintenance Plan: Identify responsible entity (Town, Land Trust, or hybrid model).

Note

This feasibility study has been prepared to evaluate conceptual alignment, design considerations, environmental constraints, and preliminary cost estimates for the East Haddam Town Street Multi-Use Trail. The information presented herein is intended for planning and decision-making purposes only and does not constitute final engineering or construction documents.

Preliminary Alignment Only

The trail alignment shown in this document represents a conceptual and preliminary layout developed for feasibility-level evaluation. The horizontal and vertical alignments are subject to refinement during final design, detailed survey, geotechnical investigation, and engineering review.

Subject to Property and Easement Verification

All trail routes are contingent upon confirmation of property boundaries, right-of-way width, easement acquisition, and coordination with private landowners. Final alignment may shift to accommodate boundary conditions or negotiated easement terms.

Dependent on Field Conditions

Alignment feasibility is based on available mapping, LiDAR contours, and field observations at the time of study. Actual ground conditions—including slopes, ledge, drainage patterns, utilities, vegetation limits, and wetland boundaries—must be verified in subsequent engineering phases. Adjustments may be required.

Environmental and Regulatory Review Required

Final trail placement must comply with federal, state, and local environmental requirements, including wetlands, watercourses, NDDB species protection, floodplain management, stormwater quality standards, and historic resource coordination. Alignment modifications may result from agency review.

Safety Infrastructure to Be Refined

All proposed crossings, warning devices, fencing, retaining structures, and safety improvements shown herein are conceptual. Their type, size, and placement must be reviewed during final design to meet applicable AASHTO, ADA, MUTCD, and local safety standards.

Stormwater Management to Be Confirmed

The alignment assumes generalized drainage patterns. Detailed hydrologic and hydraulic analyses will be required to verify culvert sizes, swale alignments, grading limits, and stormwater treatment needs.

Not for Construction

These materials are prepared solely for planning and feasibility assessment. They shall not be used for permitting or construction. Final engineered drawings and specifications will be required prior to implementation.

Use of this document for construction, permitting, or legal purposes is not authorized. Implementation of any portion of the proposed trail will require final engineered plans, specifications, and approvals from all relevant agencies and stakeholders.

The authors and contributors assume no responsibility for changes in conditions, site-specific hazards, or unforeseen circumstances that may affect design, cost, or implementation.