

Farmington Village Center Streetscape Master Plan



Approved by the Farmington Town
Council on July 9, 2019.

FARMINGTON VILLAGE CENTER



STREETSCAPE MASTER PLAN

PREPARED FOR:
TOWN OF FARMINGTON





ACKNOWLEDGMENTS

MEMBERS OF THE FARMINGTON VILLAGE CENTER COMMITTEE INCLUDE THE FOLLOWING:

- Bruce Charette; Town Council member, Chair
- Nancy Nickerson; Town Council member
- Portia Corbett; Farmington Historical Society
- John Renehan; Farmington Historic District Commission
- Michael Gurski; Farmington Village Green & Library Association Representative
- Brian Connolly; Economic Development Commission Representative
- Sarah Jean Willett; Farmington Village Center Business Owner or Resident
- Elizabeth Sanford; Farmington Village Center Business Owner or Resident
- Kevin Ray; Farmington Village Center Business Owner or Resident
- Ruth Grobe; Human Relations Committee / Universal Design Advocate
- Betty Coykendall; Town Historian

AND THE FOLLOWING NON-VOTING MEMBERS:

- Kathleen Blonski, Town Manager
- Rose Ponte, Economic Development Director
- Anna Savastano, Town Manager's Office



A 31592 Post Office and the Stage Coach, Farmington, Conn.

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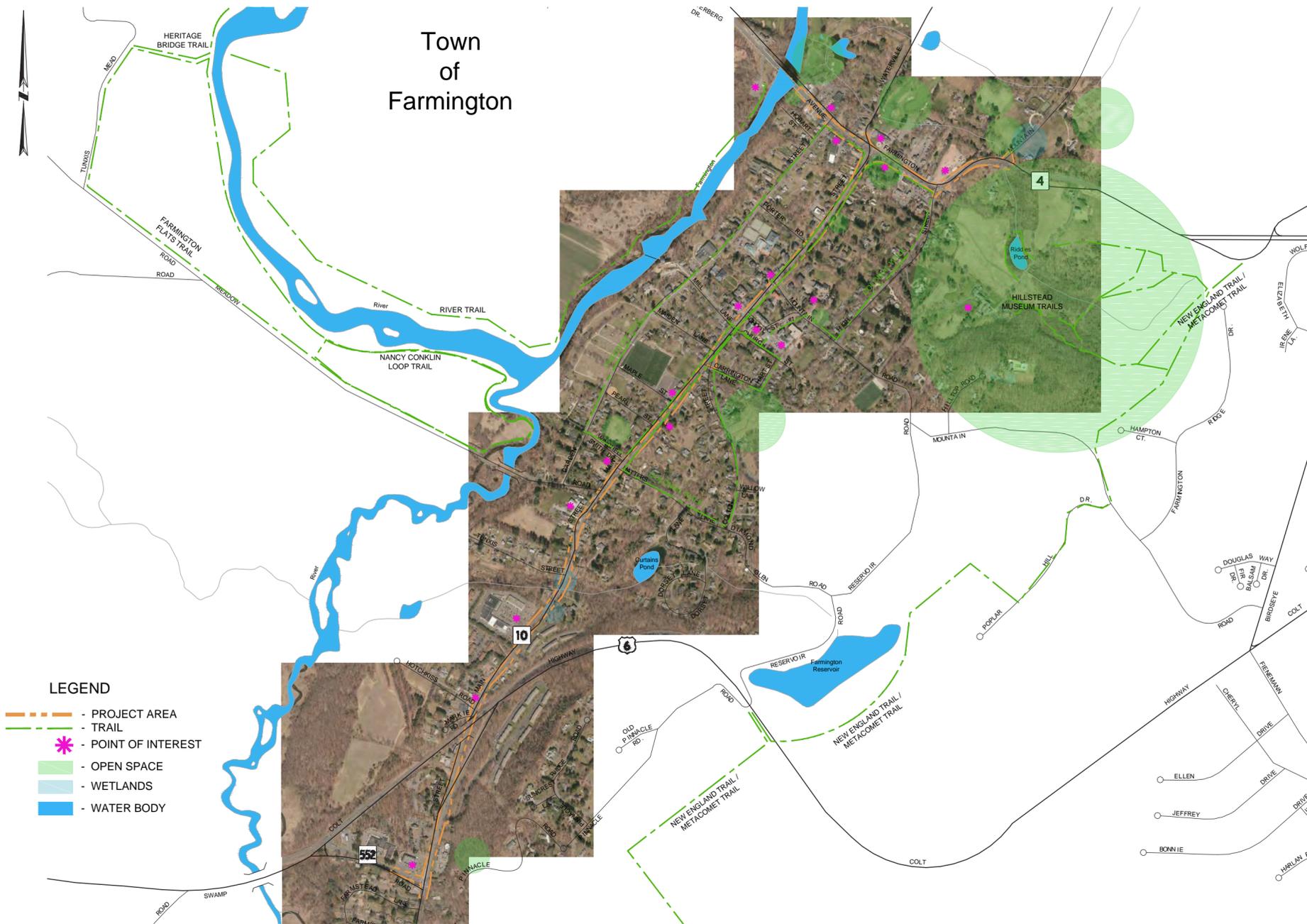


EXECUTIVE SUMMARY

This Streetscape Masterplan is the roadmap for implementing the community's vision for a universally accessible, greener, safer, and welcoming Farmington Village Center. To help foster a coherent vision for the Route 4 and Route 10 corridors, this plan organizes the recommended improvements in defined categories of elements, which when implemented together will result in a cohesive aesthetic that preserves the historic town center character of the Farmington Village study area for residents and visitors. The character defining elements described in the following pages include: enhanced streetscape plantings, sidewalk and crosswalk treatment options, decorative pedestrian lighting and signage options, benches, specialty features, fences and walls, and gateway treatments.

The recommendations also balance needs of pedestrians with vehicles along these corridors. This is achieved by deploying proven traffic calming measures that enhance the pedestrian environment with sidewalk and crosswalk treatments that are inviting, wider, and visually delineated while also being safer and universally accessible. The pedestrian environment is further enhanced with site amenities including benches, lighting, stone walls, and fencing. All these elements work together to reinforce the character of the Farmington Village study area as a historic New England village and cultural center of the community.

Understanding that these improvements are extensive and costly, this plan proposes a phased implementation strategy with associated costs. Information in the appendix includes construction details and standards for site improvement elements and materials. The appendix also includes site analysis plans of the existing conditions that generated the recommendations.



PROJECT PURPOSE

Starting in 2014, the Town of Farmington partnered with the community to develop a vision for the Farmington Village Center. Drawing on the voices of the community, the Town worked with the consultant team of Dodson & Flinker, Inc. / Mullin Associates Inc. to complete the Farmington Center Study which identified the vision for the area. Furthermore, in 2017, a masterplan report was developed by BL Companies which included various reports and created new design guidelines for the Farmington Village Center.

The historic New England village character was determined to be an important defining characteristic of the Farmington Village study area. With the improvement of the Route 4 corridor and heavy traffic flowing through the Farmington Village Center daily, the Town was concerned that the character of the area would be affected, ultimately impacting the quality of life in town and making pedestrian movements challenging. In response, the town initiated a streetscape improvement project to foster the development of a long term comprehensive plan which would protect, highlight, and enhance the corridor, mitigate community concerns, and create a vision for the Main Street / Route 10 corridor.

In 2019, BSC Group, Inc was hired to assist the Town in implementing this vision created by the Town and its residents, and to develop the conceptual streetscape master plan for Farmington Village Center study area. BSC Group was tasked to prioritize quality of life enhancements such as sidewalks, street trees, landscaping, street furnishing, historic markers, way-finding signage, and Universal Design principles. BSC Group's integrated team of urban designers and planners, landscape architects, engineers, and transportation specialists was worked with town officials, the Farmington Village Center Committee, and community stakeholders to develop a viable strategy that builds upon past work, enhances the vision for the area, and identifies implementation tools for realization of the Town's vision and brand.

BSC Group led discussions on preferred site elements



Public voting on the preferred site elements



PLANNING PROCESS

PROJECT INITIATION AND DATA COLLECTION:

The team collected and reviewed relevant literature, plans, proposals, grants applications and studies pertaining to the Village Center area. With this background information, BSC attended a kick off meeting to review project goals, discussions of design process, project deliverables and develop a framework for community outreach / public engagement. To make the planning and design process transparent and participatory, BSC Team setup a secured project specific website accessible by town staff and the committee for sharing project materials, existing conditions photos, meeting minutes, plans, specifications etc. developed by BSC Team.

ANALYSIS OF EXISTING CONDITIONS:

BSC initiated development of base maps of Village Center using survey work, Town GIS data, 2016 Connecticut Orthographic Imagery and aerial photography. These base maps were created to analyze existing features, roadway layout, approximate property lines, buildings, visible utilities and other relevant conditions which determined the planning process. In addition to the base map preparation, the BSC Team walked the entire project area and documented visible existing features and current land uses. Based on the first-hand information collected, this was combined with base maps prepared with photo documentation. This first-hand data collection method was an important step in identifying key contributors that would determine the character of the area. Based on the combination of base maps and site visits, the team created a Site Analysis plan explaining opportunities and challenges for the project area.

COMMUNITY OUTREACH / PUBLIC ENGAGEMENT:

Based on the Site Analysis and Kick-Off Meeting, BSC organized public engagement events with several activities and discussion forums to determine what would the community prefer to see as a part of the Farmington Village Center improvement. The engagement included committee voting on streetscape elements, priorities, gateways, public art and planting.



STREETSCAPE PLAN RECOMMENDATIONS

OVERALL VISION

- ◇ Reinforce goals of the long-term comprehensive plan.
- ◇ Implement improvements that enhance Farmington's historic town center character.
- ◇ Prioritize safe pedestrian movement.
- ◇ Establish hierarchy of green and universally accessible sidewalk treatments that enhance New England village character.
- ◇ Provide crosswalk treatments that foster pedestrian safety.
- ◇ Deploy streetscape amenities, lighting, signage, benches, bike racks, plantings, and specialty features that are traffic calming and enhances our brand as a historic village center.

PRIORITIES, PREFERENCES AND RECOMMENDATIONS:

The kickoff meeting and site analysis helped in establishing the priorities of the town committee and residents. Based on the framework of priorities, BSC Team was able to engage people of the community in activities and discussions to expand on their preference under the priorities. Based on these two criterias, BSC developed recommended improvements for the streetscape plan as described on the following pages.

SIDEWALK RECOMMENDATIONS BASED ON EXISTING CONDITION



WIDER SIDEWALK TREATMENT WITHIN LAWN AREA



SIDEWALK TREATMENT AT STREET EDGE



NARROW SIDEWALK WITHIN LAWN AREA

CROSSWALK



PRESSED PAVEMENT CROSSWALK



TACTILE WARNING STRIP



CROSSWALK TREATMENT

Materials

SIDEWALK

Accessibility is one of the key purposes of replacing sidewalk along the entire length of Main Street within the project area. The Town will strive to utilize the Universal Design methods and standards to provide accessible sidewalks on both sides of Main Street wherever possible, which will help promote pedestrian connectivity throughout the Farmington Village study area.

Where conditions allow, the new sidewalk will be a total width of five feet. This will include approximately three feet of colored concrete and a row of clay or concrete pavers on each side of the walking surface. The colored concrete will be colored a warm tan color to reduce the brightness and harshness of freshly poured concrete, and will fit the village aesthetic. This approach will be used in areas where there is grass / planted area on both sides of the sidewalk. If the sidewalk is located within two feet of a curb, the sidewalk will be placed at the "back of curb" with up to two feet of brick banding along the curb line. In areas where space or existing conditions do not allow the five-foot wide walk, colored concrete shall be used without the row of pavers on each side. The minimum allowable width will be three feet; however, this is not considered ideal.

Recommended special installation details are included in the Appendix and should be used where existing tree roots are impacting sidewalk conditions, and where new trees will be planted in close proximity to the new sidewalk.

CROSSWALK

Crosswalks along Main Street will be replaced as a part of this project to reflect the treatment of colored and stamped crosswalks along the recently upgraded Route 4 corridor in the Farmington Village study area. The final product will be stamped thermoplastic material which is heated onto the existing bituminous concrete roadway for a cost effective, durable method to achieve the look of pavers. A reflective white stripe shall be applied on either side of the walk for safety, and tactile warning strips will be incorporated at all crosswalk intersections.

CROSSWALK & SIDEWALK TREATMENT OPTIONS

BEFORE



AFTER



OPTION 1



OPTION 2

TREATMENT 1:

SIDEWALK WITH LAWN AREA

- ◇ Five foot width sidewalk with a paver feature band at each side.

TREATMENT 2:

SIDEWALK TREATMENT AT STREET EDGE

- ◇ Five foot width sidewalk with a three foot colored concrete surface and a paver feature at the back of curb.

TREATMENT 3:

NARROW SIDEWALK WITHIN LAWN AREA

- ◇ Minimum allowable three foot width sidewalk set within lawn area.

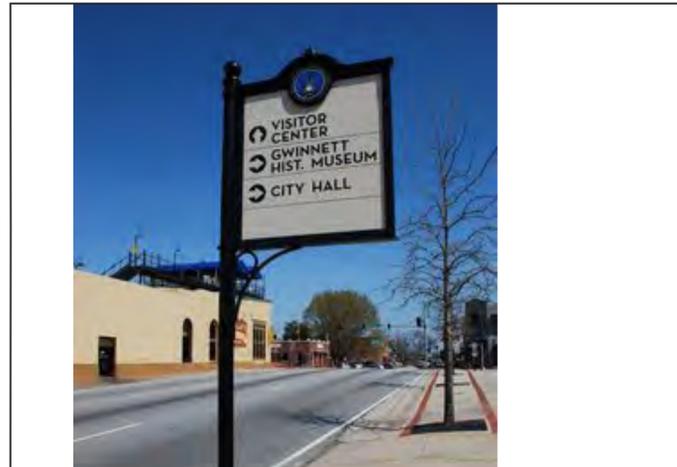
LIGHTING



SIGNS



SIGNS



Introduction

The following streetscape components were selected based on the feedback received from the March 21, 2019 community meeting where 65 people attended, and subsequent 114 online responses. These choices reflect the community's desire to strengthen the uniqueness of the project area with elements that are consistent with Farmington's deeply rooted historic character.

LIGHTING

- ◇ A Traditional LED pedestrian scale post top fixture will reinforce the village character. The light fixture will give the appearance of a historic "gas lamp".
- ◇ The light pole and fixture should come from the same manufacturer as the decorative lights found along the Route 4 corridor and in the Unionville section of Farmington.
- ◇ Fixtures will achieve zero uplight.
- ◇ This pedestrian scale lighting will be located at crosswalk locations along Main Street. Where space allows, four new lights are to be installed, two on each side of the roadway, framing the crosswalk location.

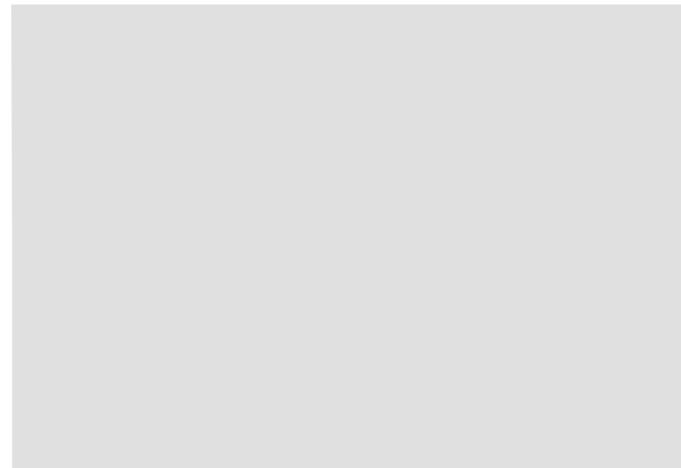
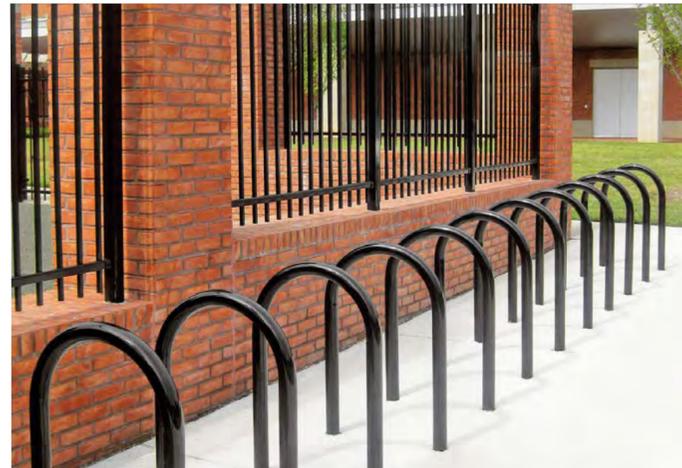
SIGNAGE

- ◇ Signage, reflective of the town's New England village history and character, will be utilized throughout the Farmington Village area.
- ◇ Signage shall be simple and consistent with existing signage in the Farmington Village study area as shown
- ◇ Signage along sidewalks should be usable by all, including mounting at a lower height appropriate for individuals in wheelchairs and should include braille.
- ◇ A family of signage standards will help identify important town landmarks, provide wayfind and serve as informational features.

BENCH



BIKE RACK



BENCHES

- ◇ Traditional metal or wood benches, backed and with intermediate armrests will provide pedestrian amenities at key locations. This bench should be similar to the ones used as the bench used in the Unionville Center.

BICYCLE RACKS

- ◇ Simple metal bike racks provide cyclist amenity with a clean aesthetic.

STREET TREES



HIGH CANOPY TREE



LOWER CANOPY TREE



FLOWERING TREE

PLANTED MEDIAN



PLANTED MEDIAN I - ANNUALS, SHRUBS, STONE ELEMENTS



PLANTED MEDIAN II - ANNUALS, ORNAMENTAL GRASSES, FEATURE PAVING



PLANTED MEDIAN III - LOW ACCENT SHRUBS BELOW VEHICLE SIGHT LINES

STREET TREES

- ◇ High canopy shade trees will provide seasonal shade and interest, encourage pedestrian comfort, enhance traffic calming measures and offer visual porosity from the street.
- ◇ Lower canopy shade trees will be used in areas to provide greater screening opportunities and are corridor defining.
- ◇ Flowering trees will be used to provide welcome seasonal interest and beauty. Species selection can reinforce the historic New England Farmington Village Center narrative.
- ◇ Trees should be planted in locations which offer the best growing conditions. Where adjacent conditions allow, trees should be planted “back of sidewalk” in lawn or planting areas that allow the roots to spread. If the green strip between the sidewalk and roadway curb is at least five-feet wide, high canopy shade trees can be planted there. Lower canopy shade trees and flowering trees can also be planted in this green strip between the sidewalk and curb provided their limbs do not obstruct sight lines.

POSSIBLE STREET TREES

- ◇ Tilia americana ‘Greenspire’
- ◇ Zelkova
- ◇ Acer rubrum
- ◇ Cladrastis kentukea
- ◇ Nyssa sylvatica
- ◇ Amelachier
- ◇ Carpinus caroliniana
- ◇ Cornus kousa
- ◇ Malus
- ◇ Oxydendrum arboretum

MEDIAN PLANTINGS

- ◇ Planted Median I – Feature seasonal color with annuals, and incorporate shrubs and decorative stone elements.
- ◇ Planted Median II – Feature seasonal color with annuals, and ornamental grasses for winter interest interplanted with spring bulbs and specialty paving.
- ◇ Planted Median III – Feature seasonal color with annuals, and evergreen shrubs for winter interest.

SPECIALTY FEATURES



SEASONAL FLOWER BASKETS



PUBLIC ART



PUBLIC ART

FENCES AND WALLS



TRADITIONAL PICKET FENCE



LOW CUT STONE WALL WITH FENCE FEATURE



RURAL FIELDSTONE WALL

SPECIALTY FEATURES

- ◇ Streetscape elements to provide potential traffic calming and wayfinding opportunities.
- ◇ Streetscape elements to relate to seasonal events and create storytelling and educational opportunities.
- ◇ Use speciality features to highlight regional pride and civic values.

FENCES AND WALLS

- ◇ Provide visual cues for pedestrian and vehicular traffic in the Farmington Village study area.
- ◇ Traditional residential picket fence appropriate for residential zones.
- ◇ Stone wall and wooden fence feature for residential zones.
- ◇ Rubble stone wall appropriate for open field and woodland zones.

PRIMARY GATEWAY



SECONDARY GATEWAY



Gateways

PRIMARY GATEWAY

There are three proposed primary gateway locations leading into the Farmington Village study area. There are two on Route 4; one when entering from the east at the end of the exit ramp off Interstate 84, and the other when entering from the west at the bridge over the Farmington River. The third entrance is from the south on Route 10 at the intersection of Scott Swamp Road.

Gateway treatments at these primary locations should include a welcome sign of the same style, and should incorporate elements that build off of the historic New England village character of the town, such as a low brownstone wall with the sign on top, or columns built of brownstone with the sign mounted between the columns, and possibly the preferred wooden picket fence if appropriate. All areas should be planted to highlight the sign, screen adjacent features if necessary, and add seasonal color and interest.

The primary gateway at the bridge over the Farmington River should include a sign saying, "Welcome to Farmington Village Center" since travelers have already been traveling through Farmington at that point.

SECONDARY GATEWAY

Secondary gateways are located closer to the Farmington Village study area after travelers have already passed signs welcoming them to Farmington. These locations could be on the Route 6 bridge where it passes over Main Street, the intersection of Route 4 and Mountain Spring Road, and Route 4 at High Street. Elements at these secondary gateways could include simple wording stating, "Welcome to Farmington Village". Both the LiveWell facility and Hill-Stead Museum expressed a willingness to work with the Town to install some welcoming elements on their property along Route 4 to reinforce the entry into the town. Treatments at this area should incorporate some of the other gateway features, such as stone wall or columns and plantings, but a sign is probably not necessary for these areas.



PHASE MAP

PROJECT COST ESTIMATE SUMMARY

The total estimated cost to implement all of the proposed Farmington Village Center Streetscape Improvements is approximately \$3.2 million dollars. Due to this high cost, the streetscape improvements will most likely be implemented in phases. A phasing plan was prepared to identify logical beginning and ending points for stretches of sidewalk improvements along Main Street. These phases can be implemented as funding becomes available, and may need to be shortened if funding is not sufficient for the entire length of the proposed phase. Furthermore, the improvements associated with certain phases may be best suited to the goals of a specific funding source, which may determine when that phase is constructed based on when that grant is available.

The identification of phases included a balance of logical starting and ending points along Main Street within a maximum budget of \$500-\$600,000 per phase. In addition to the phases described below, there are also costs for stand-alone improvements, such as crosswalks and gateway treatments

POTENTIAL FUNDING SOURCES

There are potential funding sources the Town of Farmington should pursue for additional funding to help offset the dollars needed by the Town for this project. These funding program and the amount of money allocated for each program changes year to year. Therefore, the Town should confirm availability each year. Also, most all of these grant programs are competitive, so the potential to be granted funding will vary year-to-year depending on the strength of applications from other communities. As of 2019, a list of potential funding sources for the improvements included in this project includes:

Local Transportation Capital Improvement Program (LOTICIP): CT DOT

Provides money to municipalities for transportation capital improvement projects. Eligible projects include reconstruction, pavement rehabilitation, sidewalks, and multi-use trails. All projects must be located on Federally eligible roadways (except for multi-use trails). Applications for LOTICIP must follow the CRCOG and CT DOT guidelines and rules.

Section 5310 Grant Program: Federal Transit Administration

Intended to improve mobility for seniors and individuals with disabilities. Eligible applicants are state and local governments, non-profit organizations, and transit districts.

Local Road Accident Reduction Program (LRARP): CT DOT

Provides funding for low-cost safety improvements to local roads.

Community Connectivity Program: CT DOT

Provides assistance for conducting Road Safety Audits of priority pedestrian and bicycle corridors and intersections, as well as funding for capital improvements that improve bicycle and pedestrian safety.

Safe Routes to Schools: USDOT

Promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

AARP grants for pedestrian improvements: Nonprofit

The [AARP Community Challenge](#) grant program is part of the nationwide [AARP Livable Communities](#) initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate

improvements and jump-start long-term progress in support of residents of all ages.

Town Aid Road Program: CT DOT

Under Section 13a-175a, towns and boroughs may use these grants for various purposes, including the construction, reconstruction, improvement or maintenance of highways, sections of highways, bridges or structures incidental to highways and bridges or the improvement thereof, including the plowing of snow, the sanding of icy pavements, the trimming and removal of trees, the installation, replacement and maintenance of traffic signs, signals and markings, and for traffic control and vehicular safety programs, traffic and parking planning and administration, and other purposes and programs related to highways, traffic and parking, and for the purposes of providing and operating essential public transportation services and related facilities.

Transportation Enhancement: CT DOT

The Transportation Enhancement Program is administered by the Connecticut Department of Transportation (CT DOT). Half of the annual allocation to Connecticut is used by CT DOT for projects of statewide significance and the other half is sub-allocated to the fifteen regional planning organizations based on population.

FAST Act Program: USDOT

The FAST Act is a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

STEAP Small Town Economic Assistance Program (STEAP): OPM

This grant assists in preserving the historical integrity and beauty of

Connecticut's small town's economy and quality of life. The Small Town Economic Assistance Program (CGS Section 4-66g) funds economic development, community conservation and quality-of-life capital projects for localities that are ineligible to receive Urban Action (CGS Section 4-66c) bonds. This program is managed by the Office of Policy and Management, and the grants are administered by various state agencies.

Main Street Investment Fund Program: DOH

"In accordance with PA 11-1, an act promoting economic growth and job creation in the state, Sections 78 and 79, DOH provides grants up to five hundred thousand dollars (\$500,000) for eligible projects under DOH's Main Street Investment Fund program to municipalities with populations of not more than thirty thousand (30,000) or municipalities eligible for the Small Town Economic Assistance Program (STEAP) pursuant to CGS section 4-66g. The Act defines "eligible projects" as projects that are part of a plan previously approved by the governing body of the municipality to develop or improve town commercial centers to attract small businesses, promote commercial viability, and improve aesthetics and pedestrian access."

PHASES

The Farmington Village Center streetscape improvements are split into six phases as described on the following pages:

Meadow Rd to Route 4 Intersection (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	3900	\$8.00	\$31,200.00
Convert to Lawn	s.f.	1600	\$2.75	\$4,400.00
Sidewalk	l.f.	3900	\$87.00	\$339,300.00
Bicycle Rack	e.a.	6	\$150.00	\$900.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Tree	e.a.	15	\$1,300.00	\$19,500.00
Bench	e.a.	4	\$2,000.00	\$8,000.00
			Contingency (25%)	\$114,325.00
Section Cost				\$571,625.00

Meadow Rd to Route 4 Intersection (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4425	\$8.00	\$35,400.00
Convert to Lawn	s.f.	250	\$2.75	\$687.50
Sidewalk	l.f.	4425	\$87.00	\$384,975.00
Bicycle Rack	e.a.	4	\$150.00	\$600.00
Lightpole	e.a.	8	\$4,500.00	\$36,000.00
Tree	e.a.	6	\$1,300.00	\$7,800.00
Bench	e.a.	2	\$2,000.00	\$4,000.00
			Contingency (25%)	\$117,365.63
Section Cost				\$586,828.13

Main Street – the west side from Meadow Road to Route 4 Intersection \$571,625.00

By starting at Meadow Road, the implementation of this phase would connect the Farmington Village Center to other trails such as the Farmington Canal Heritage Trail and the Farmington River Trail. Since this section represents such an important connection, the design team felt that this justified the cost being on the higher end of the scale. The intersection of Mountain Road and Main Street is not included in the estimated cost. This is a major pedestrian crossing for the public and students/staff at Miss Porter's School and the design team understands that representatives from the school will be working with the Town to implement improvements at this intersection that best meet the needs of the Town and school.

Main Street – the east side from Meadow Road to Route 4 Intersection \$ 5 8 6 , 8 2 8 . 1 3

There are fewer intersections along this phase, resulting in a higher overall cost due to more sidewalk length. Constructing this phase on the east side of Main Street for the same length as the west side improvements (described above) will result in a unified streetscape and enhanced pedestrian environment in the heart of the Village Center.

Main Street – the west side Meadow Road to Scott Swamp Road \$592,250.00

This phase is the southern extension of the Main Street west side phase as described above. This

Meadow Rd to Scott Swamp Rd (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4150	\$8.00	\$33,200.00
Convert to Lawn	s.f.	1000	\$2.75	\$2,750.00
Sidewalk	l.f.	4150	\$87.00	\$361,050.00
Granite Curb	l.f.	240	\$40.00	\$9,600.00
Bicycle Rack	e.a.	8	\$150.00	\$1,200.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$118,450.00
Section Cost				\$592,250.00

Meadow Rd to Scott Swamp Rd (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	2150	\$8.00	\$17,200.00
Sidewalk	l.f.	2150	\$87.00	\$187,050.00
Granite Curb	l.f.	900	\$40.00	\$36,000.00
Lightpole	e.a.	2	\$4,500.00	\$9,000.00
Tree	e.a.	37	\$1,300.00	\$48,100.00
Bench	e.a.	3	\$2,000.00	\$6,000.00
			Contingency (25%)	\$76,937.50
Section Cost				\$384,687.50

phase includes adding new sidewalks where no sidewalks currently exist. As such, these improvements will provide the largest impact to aesthetics and quality of life. When is completed there will be a safe, visually consistent sidewalk along the entire west side from the southern limit of the project area to the Farmington Village Center.

Main Street – the east side from Meadow Road to Scott Swamp Road \$384,687.50

Currently, this section represents the most inconsistent area, with few paved walkways connecting pedestrians to major points of interest. With completion of this phase, pedestrians will be able to travel most of the way down the project area on the east side of the street. There are two exceptions to this; the area at Colt Highway Extension where pedestrian access is not necessary, and a stream crossing by Tunxis Street.

Route 4 – from Mountain Spring Road to the Farmington River Bridge \$374,468.75

In this phase, the Town will have the opportunity to enhance the recently installed improvements along this section of Route 4. Improvements in this section include adding a sidewalk where none currently exists in the north west portion of this segment. This sidewalk addition should be coordinated with the redevelopment of the adjacent parcel. Enhance plantings in traffic islands and medians are also included as needed along Route 4. As part of this phase, some money should be set aside for street tree plantings and secondary gateway treatments to be implemented with the redevelopment of the Parson's Parcel.

Main Street – new Pedestrian Bridge at Tunxis Road \$537,500.00

Mountain Spring Rd to Bridge on Route 4				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	325	\$8.00	\$2,600.00
Planted Area	s.f.	3900	\$30.00	\$117,000.00
Sidewalk	l.f.	325	\$87.00	\$28,275.00
Granite Curb	l.f.	325	\$40.00	\$13,000.00
Bicycle Rack	e.a.	10	\$150.00	\$1,500.00
Tree	e.a.	4	\$1,300.00	\$5,200.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$44,893.75
Parson's Pacel Allow.	l.s.	1	\$150,000.00	\$150,000.00
Section Cost				\$374,468.75

Pedestrian Bridge at Tunxis Rd				
Item	Unit	Quantity	Unit Cost	Total Cost
Boardwalk	l.f.	215	\$2,000.00	\$430,000.00
			Contingency (25%)	\$107,500.00
Section Cost				\$537,500.00

This is an optional phase. Many community members voiced their desire to build a pedestrian bridge along the east side of Main Street over the stream across from Tunxis Street. This connection would be the final link to have continuous sidewalks along both sides of Main Street from Route 4 to the southern limits of the project area. This phase will be the most cost per linear foot through the project area, however the pedestrian bridge would add interest and added connection to the Farmington Village Center.

Crosswalks

Crosswalks are a lower cost item which the Town may be able to implement sooner than other elements of the phases. They are not wholly dependent on the completion of other phases since they typically take place at existing intersections. They represent a simple way to improve quality of life for stakeholders and the aesthetic quality of the Farmington Village Center.

Gateways

Gateways will be an important addition to the Farmington Village Center, since it will draw visitor's attention and make them aware they are entering a special area. Cost and phasing will depend on the Town's ability and desire to build the gateways. It may be decided that gateways are a lower priority item, or the Town may decide to build large signs greeting people into the area.

Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	525	\$55.00	\$28,875.00
			Contingency (25%)	\$7,218.75
Section Cost				\$36,093.75

Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	390	\$55.00	\$21,450.00
			Contingency (25%)	\$5,362.50
Section Cost				\$26,812.50

Gateway				
Item	Unit	Quantity	Unit Cost	Total Cost
Gateway Sign Allow.	l.s.	1	\$15,000.00	\$15,000.00
Tree	e.a.	10	\$1,300.00	\$13,000.00
Planted Area	s.f.	120	\$30.00	\$3,600.00
			Contingency (25%)	\$7,900.00
Section Cost				\$39,500.00



IMPLEMENTATION STRATEGY

The Farmington Village study area streetscape improvement implementation strategy has been developed based on input from the Farmington Village Center Committee and the general public during our streetscape workshop. The top priorities for streetscape improvements were:

- ◇ More street trees
- ◇ Repair/replace existing sidewalks in poor condition before adding new sections of sidewalks
- ◇ Upgraded, wider, and universally accessible sidewalks along both sides of Main Street
- ◇ Pedestrian scale lighting

The estimated cost for all improvements is approximately \$3.2 million dollars. Knowing this is a high cost, a phasing plan was prepared to propose a logical sequencing of improvements based on the priorities identified above. Sidewalk improvements were prioritized to address areas where there was a higher percentage of existing sidewalk walking surface in need of repair, safety concerns relative to pedestrian/vehicle conflicts and higher volumes of pedestrian use. Street tree planting, as high priority, were bundled with sidewalk improvements, along with site furnishings. In addition, pedestrian level lighting is recommended at along sidewalks only at crosswalk locations to enhance pedestrian safety.

The phasing section of this report identifies recommended phases. The following alterations to the phasing plan may be needed:

- ◇ If funding is limited for a phase: Site furnishings could be installed later. Lighting could be installed later, but conduits for lighting should be installed beneath the new sidewalks. Street trees which would be installed back of sidewalk could be installed later but any trees to be planted in the green strip between the sidewalk and roadway curb should be installed when sidewalk is installed.
- ◇ If improvements are to be constructed on parcels abutting Routes 4 or 10, the town may want to accelerate sidewalk improvements from later phases to be constructed concurrently with the parcel improvements.

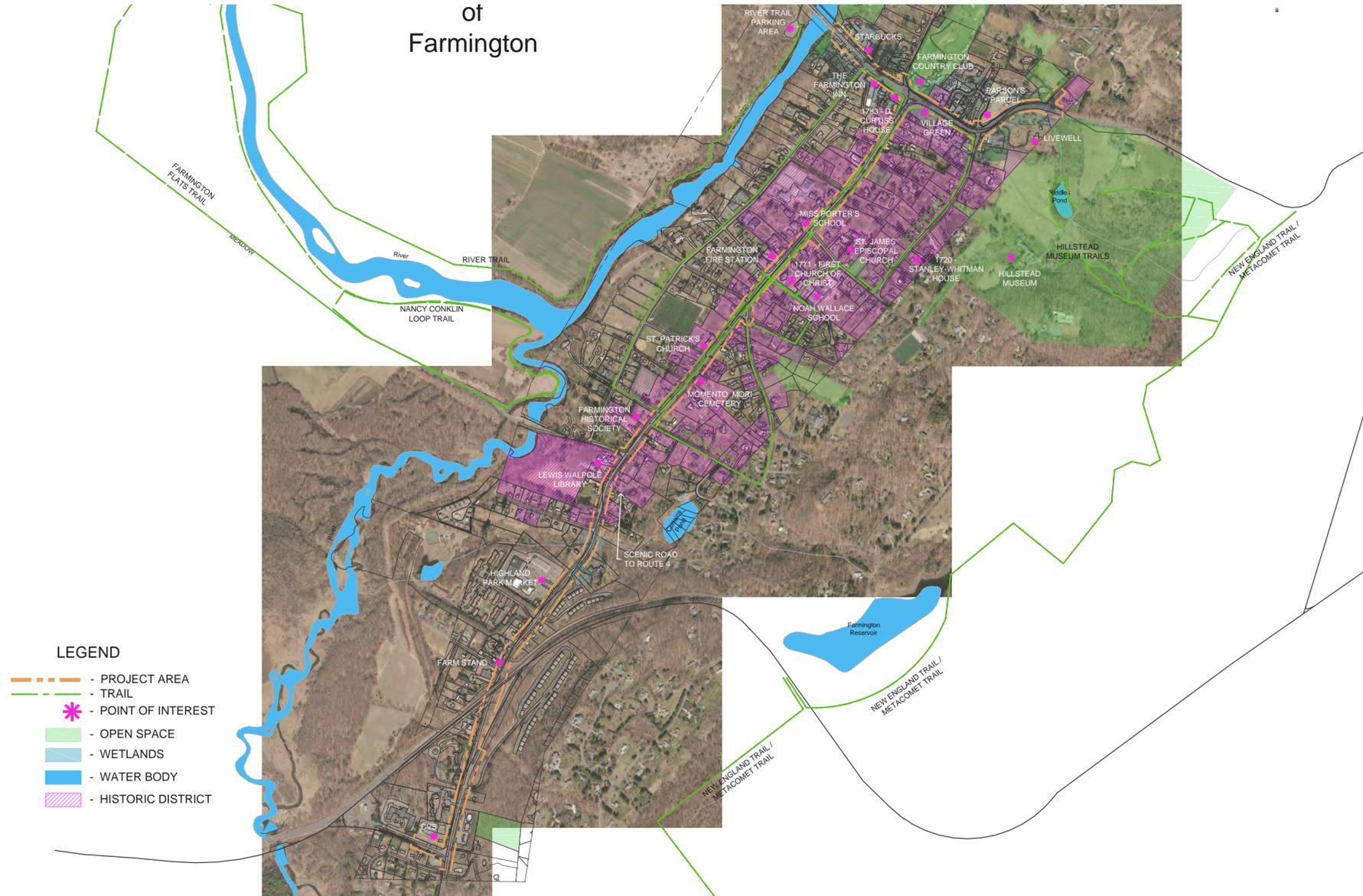
Furthermore, the Farmington Village Center Committee and Town wanted to identify some immediate actions that can be taken that would be visible, enhance the corridor, and address community priorities. These short-term action items include:

- ◇ Upgrading the Route 4 median plantings. These improvements will be implemented by the Town.
- ◇ Improving the landscaping and visual interest of the major new traffic island at the Main Street/Route 4 intersection. This treatment will include the introduction of public art as a visual element amongst new plantings including perennials and grasses. Planning for this is being done by a sub-committee of the Farmington Village Center Committee.
- ◇ Development of a walking tour map that highlights key historical building/sites, destinations and features in the study area. This map will build off of previous prepared maps with various themes to provide one unified map that can be provided to visitors and residents alike.

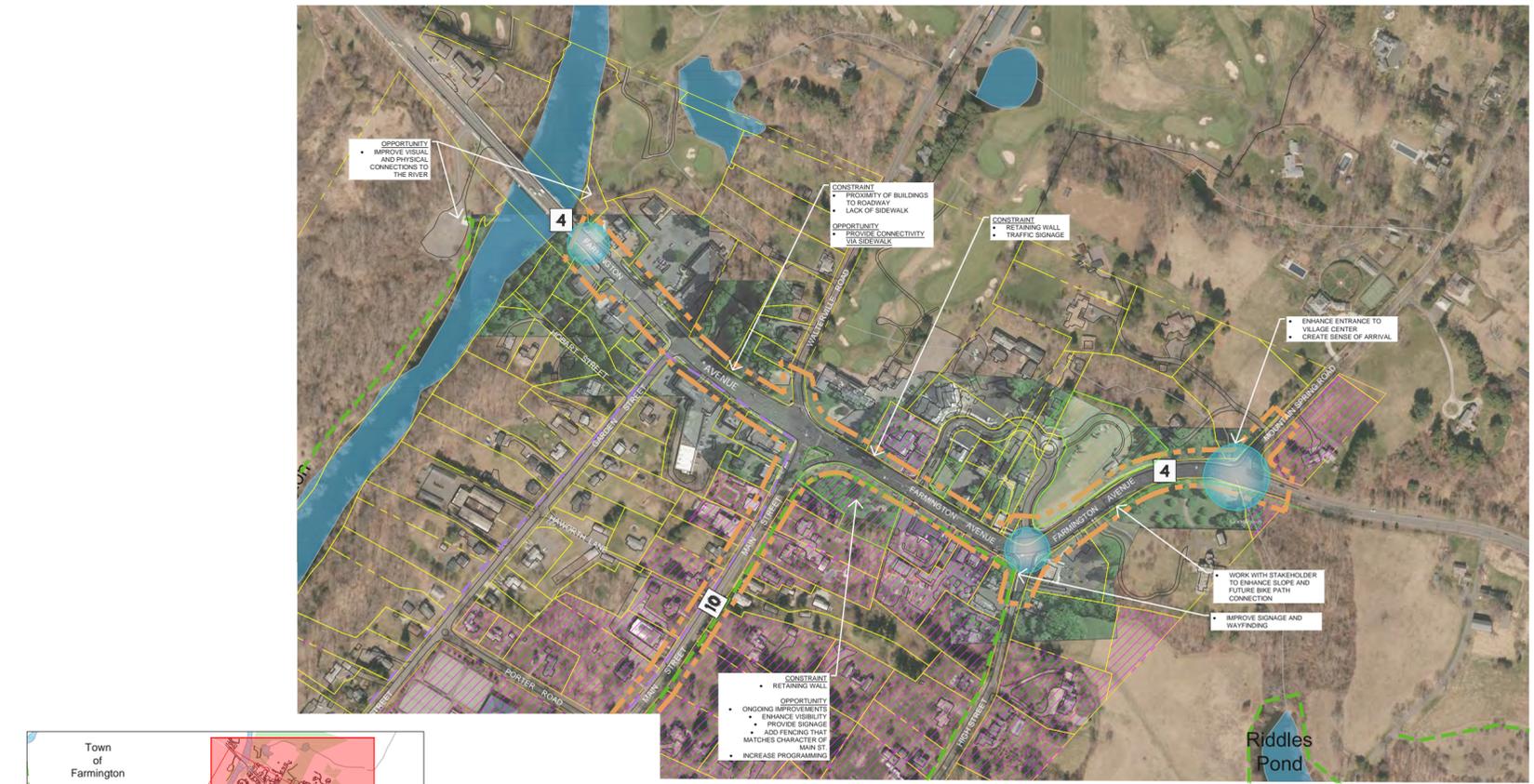
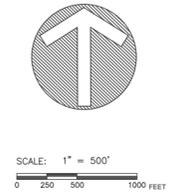


APPENDIX

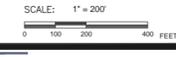
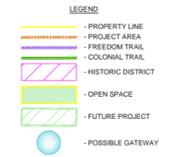
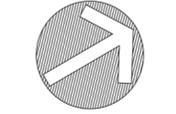
of Farmington

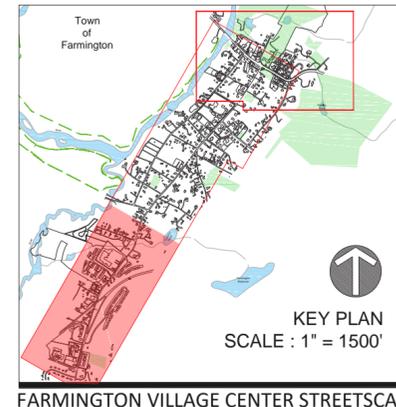
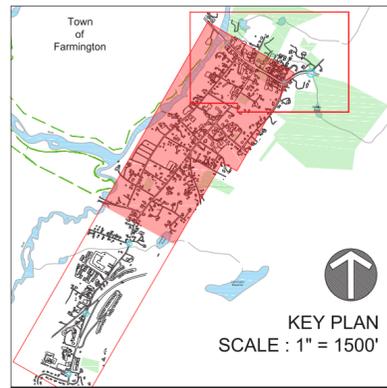
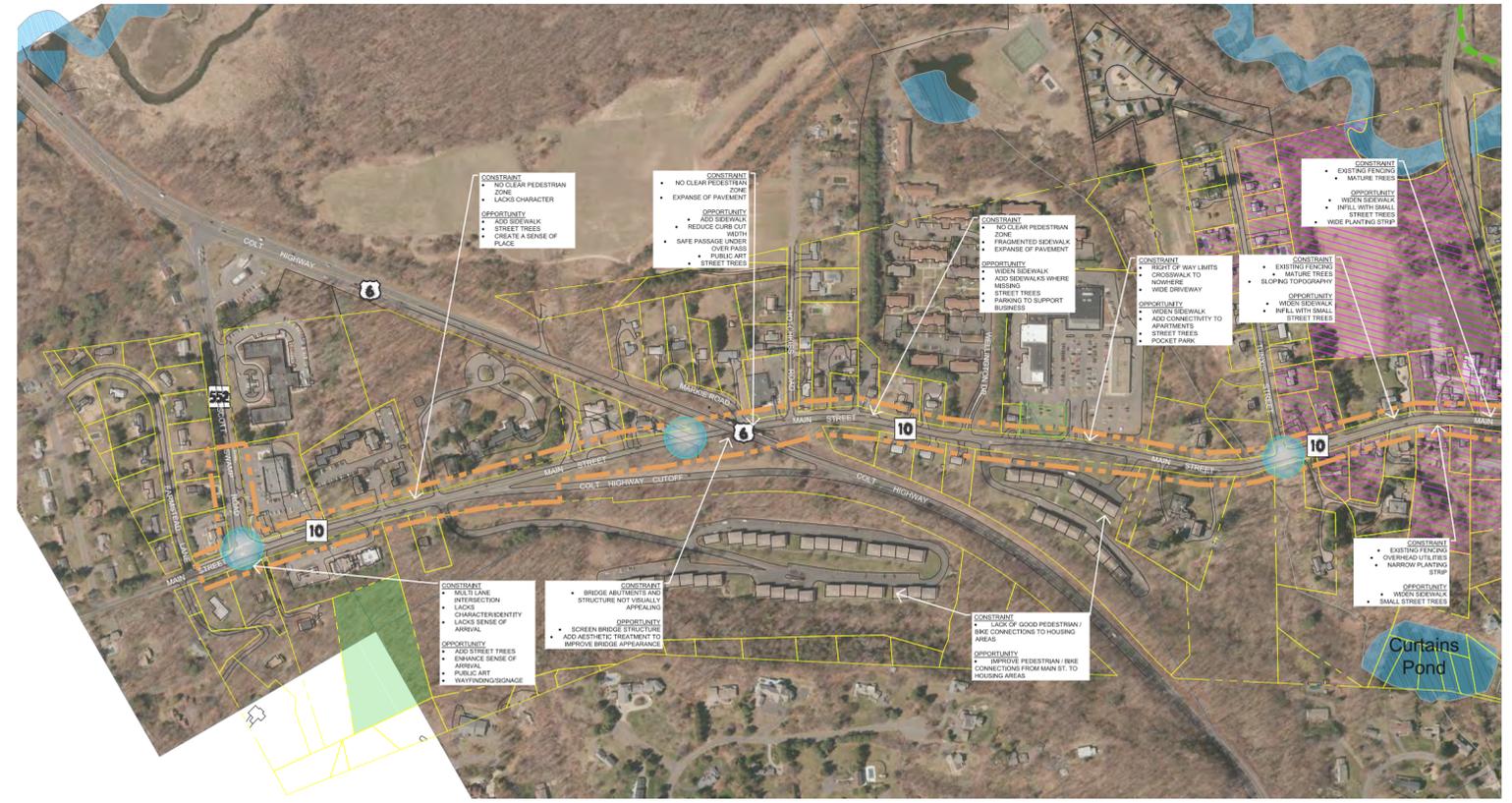
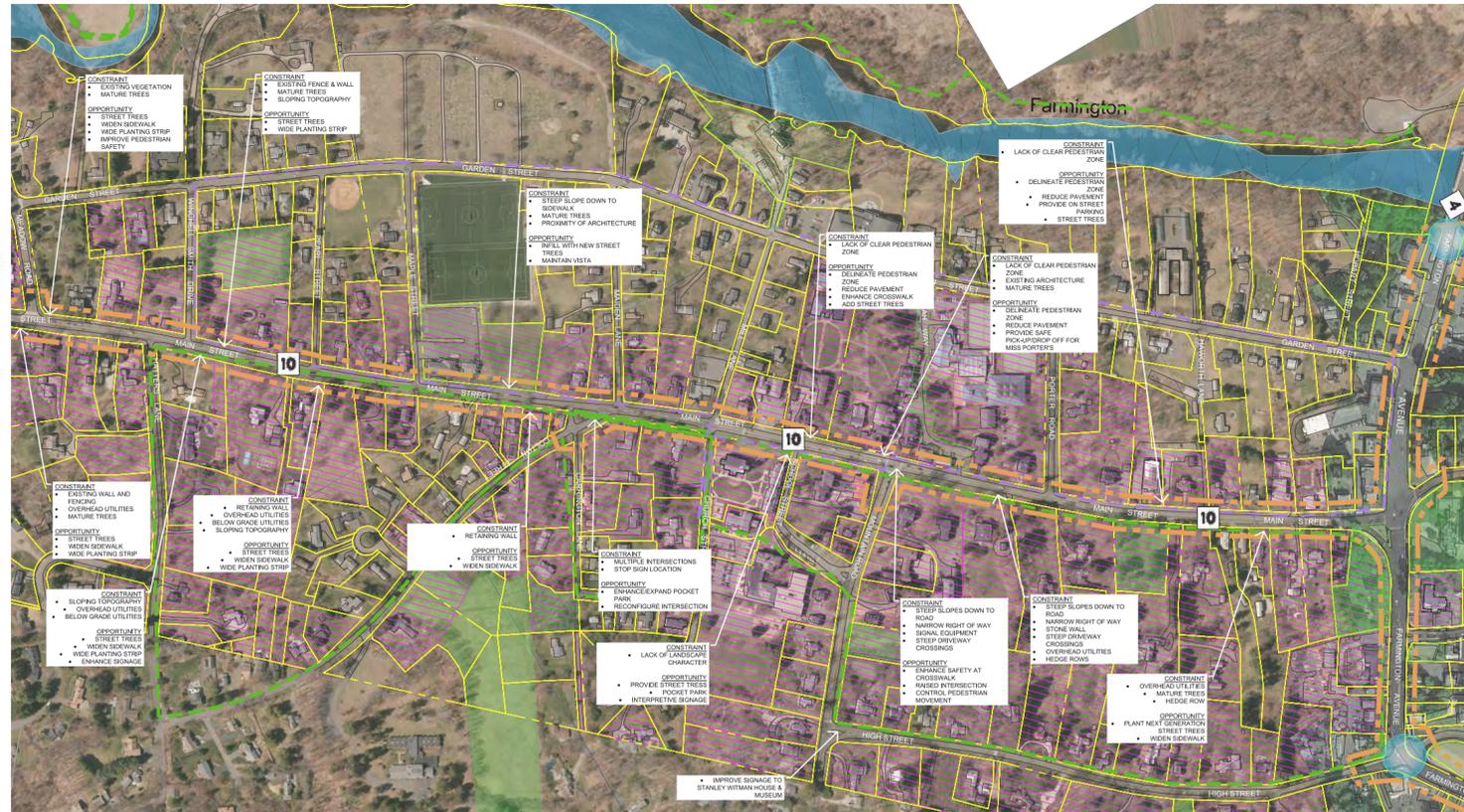


CONTEXT MAP



OPPORTUNITIES & CONSTRAINTS - ROUTE 4

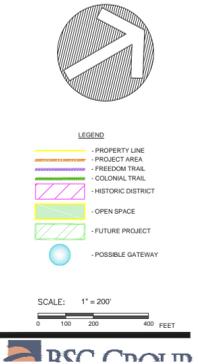


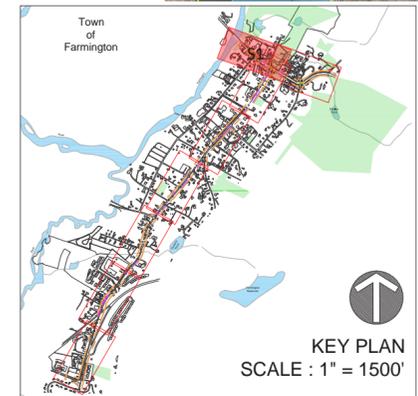


OPPORTUNITIES & CONSTRAINTS - ROUTE 10 - SHEET 1

OPPORTUNITIES & CONSTRAINTS - ROUTE 10 - SHEET 2

FARMINGTON VILLAGE CENTER STREETScape IMPROVEMENTS





LEGEND

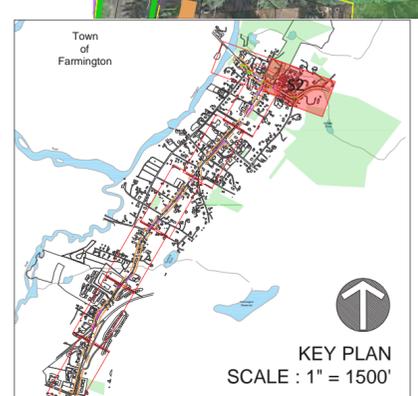
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

SIDEWALK CONDITIONS LEGEND

- GOOD CONDITION
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION
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- MISSING SIDEWALK
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
- PEDESTRIAN HAZARD AREA
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



SCALE: 1" = 60'
0 30 60 120 FEET



LEGEND

- PROJECT AREA
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SIDEWALK CONDITIONS LEGEND

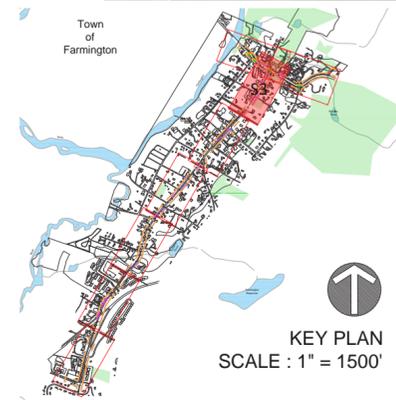
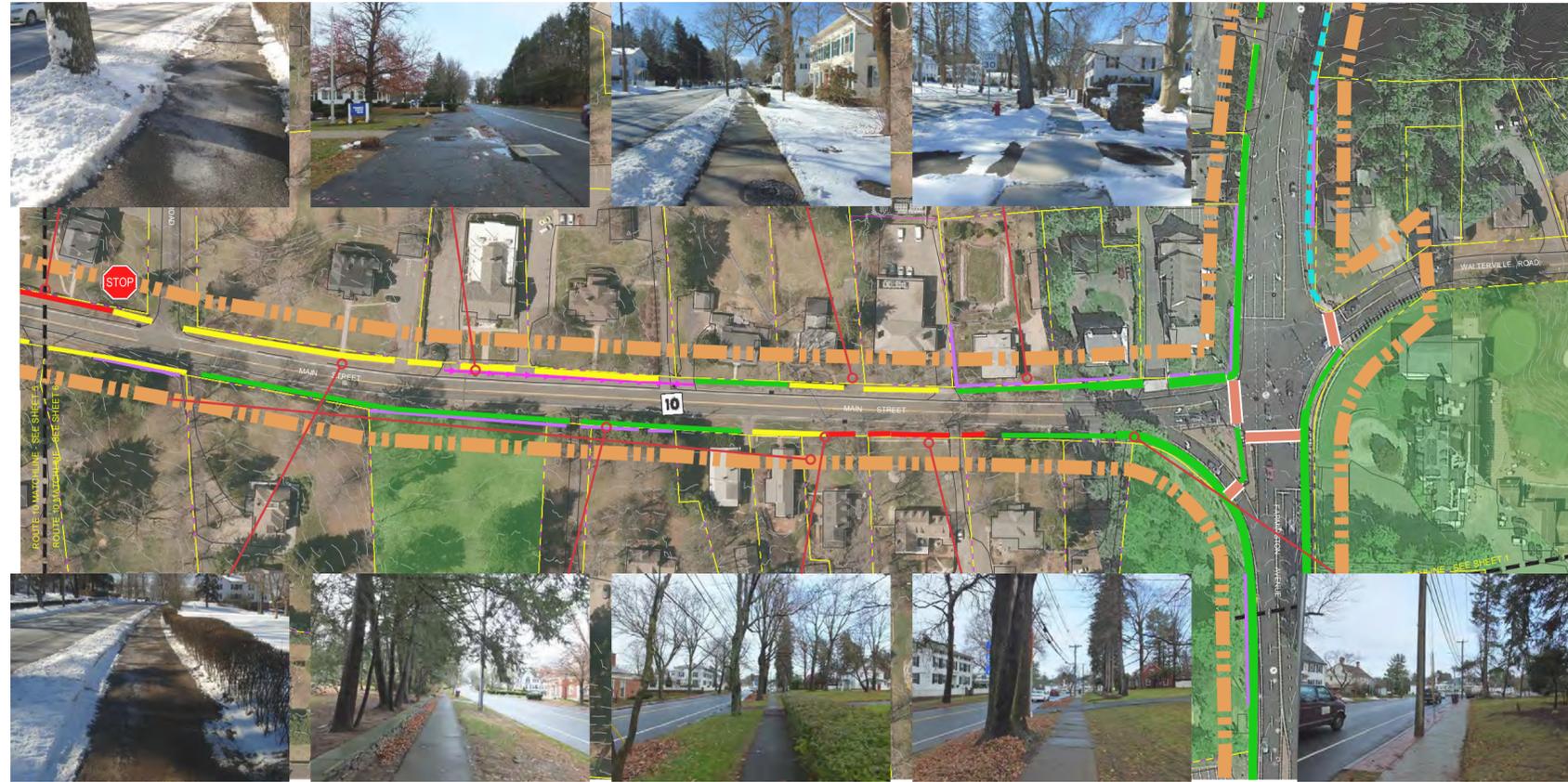
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SCALE: 1" = 60'
0 30 60 120 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 4 - SHEET 1

SIDEWALK CONDITIONS ANALYSIS - ROUTE 4 - SHEET 2



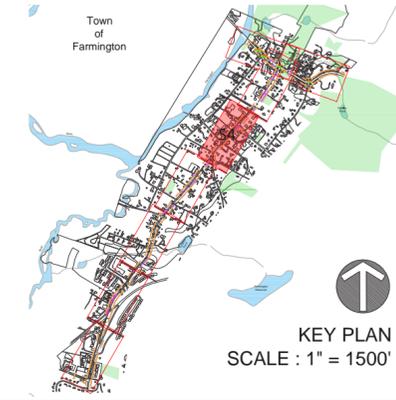
- LEGEND**
- PROJECT AREA
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 - WALL
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- SIDEWALK CONDITIONS LEGEND**
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NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



SCALE: 1" = 60'
0 30 60 120 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 3



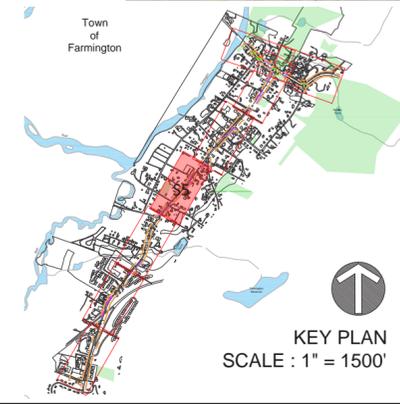
- LEGEND**
- PROJECT AREA
 - TOWN PARCELS
 - WALL
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SCALE: 1" = 60'
0 30 60 120 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 4



LEGEND

- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

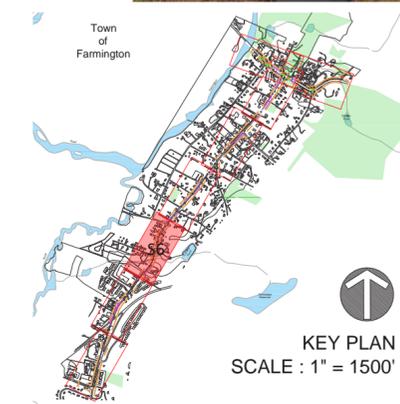
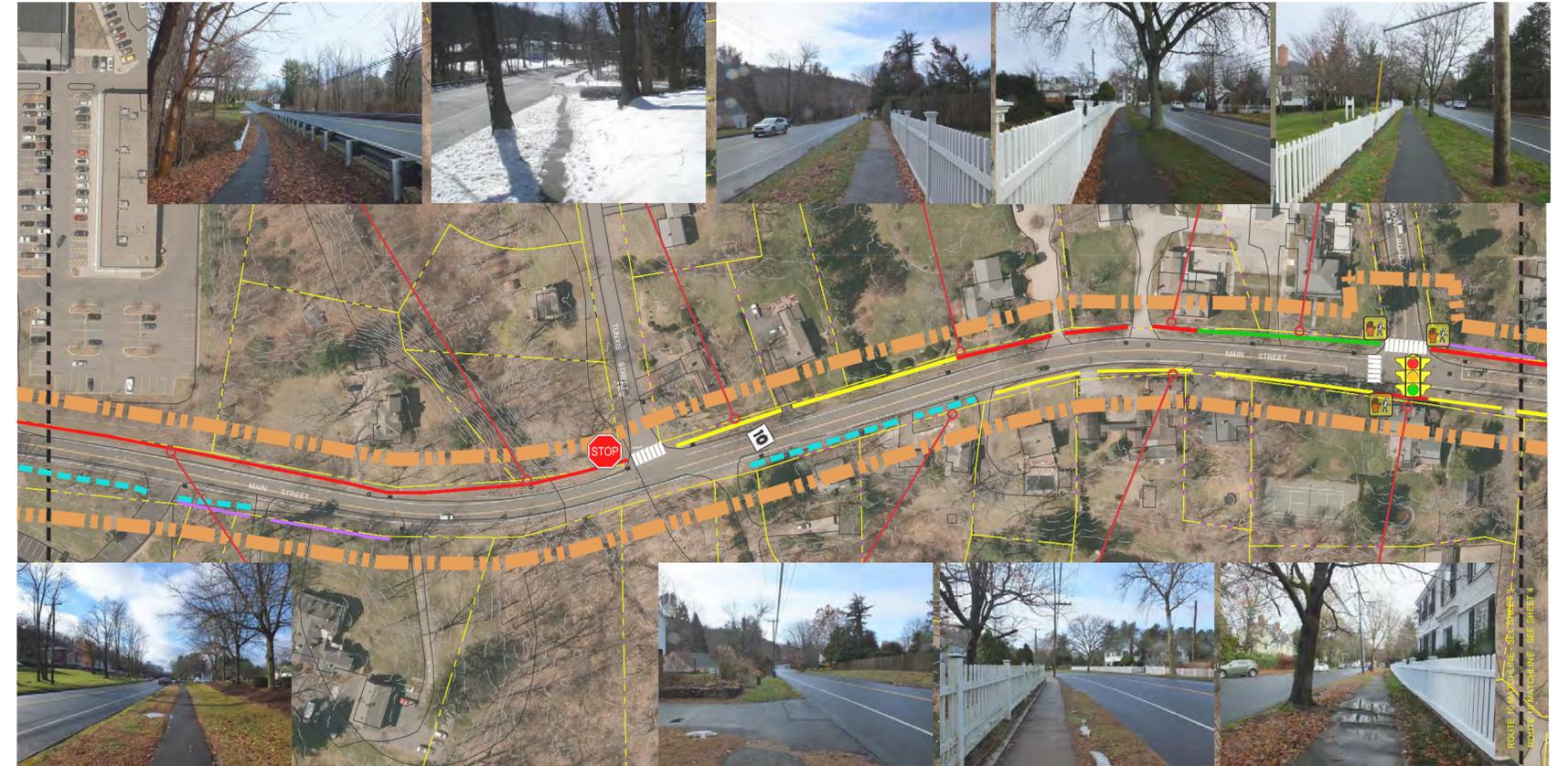
SIDEWALK CONDITIONS LEGEND

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SCALE: 1" = 60'
0 30 60 120 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 5



LEGEND

- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

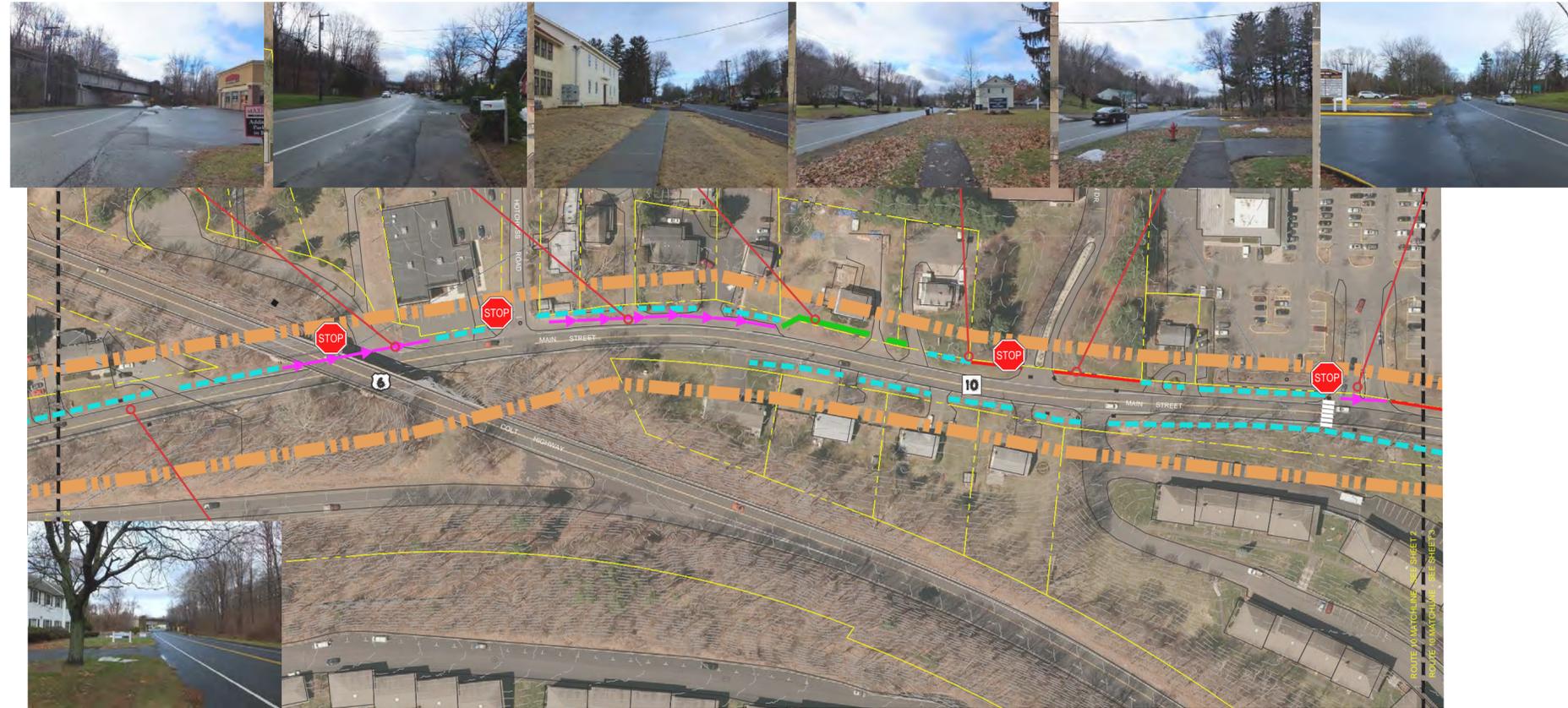
SIDEWALK CONDITIONS LEGEND

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SCALE: 1" = 60'
0 30 60 120 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 6



LEGEND

- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

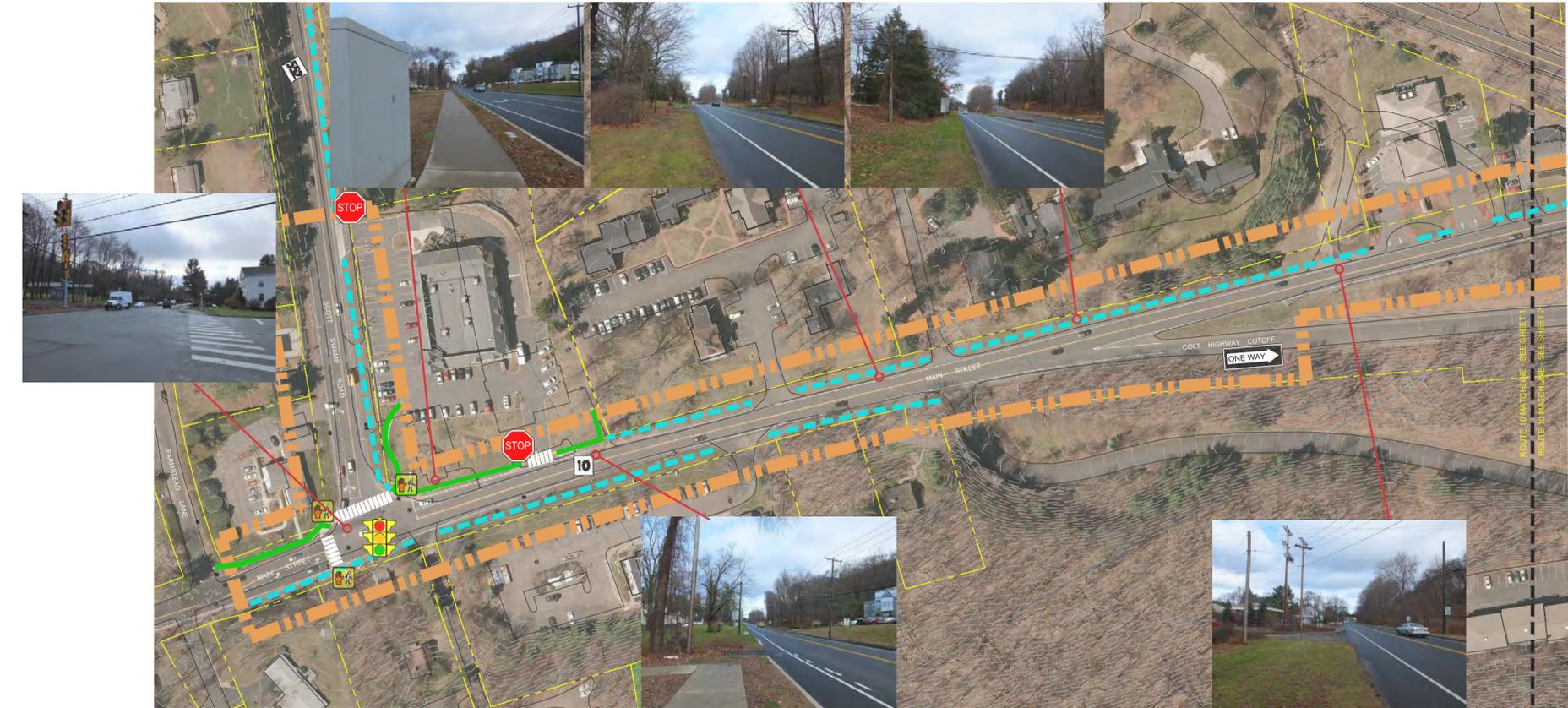
SIDEWALK CONDITIONS LEGEND

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SCALE: 1" = 60'
0 20 40 100 FEET

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 7



LEGEND

- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

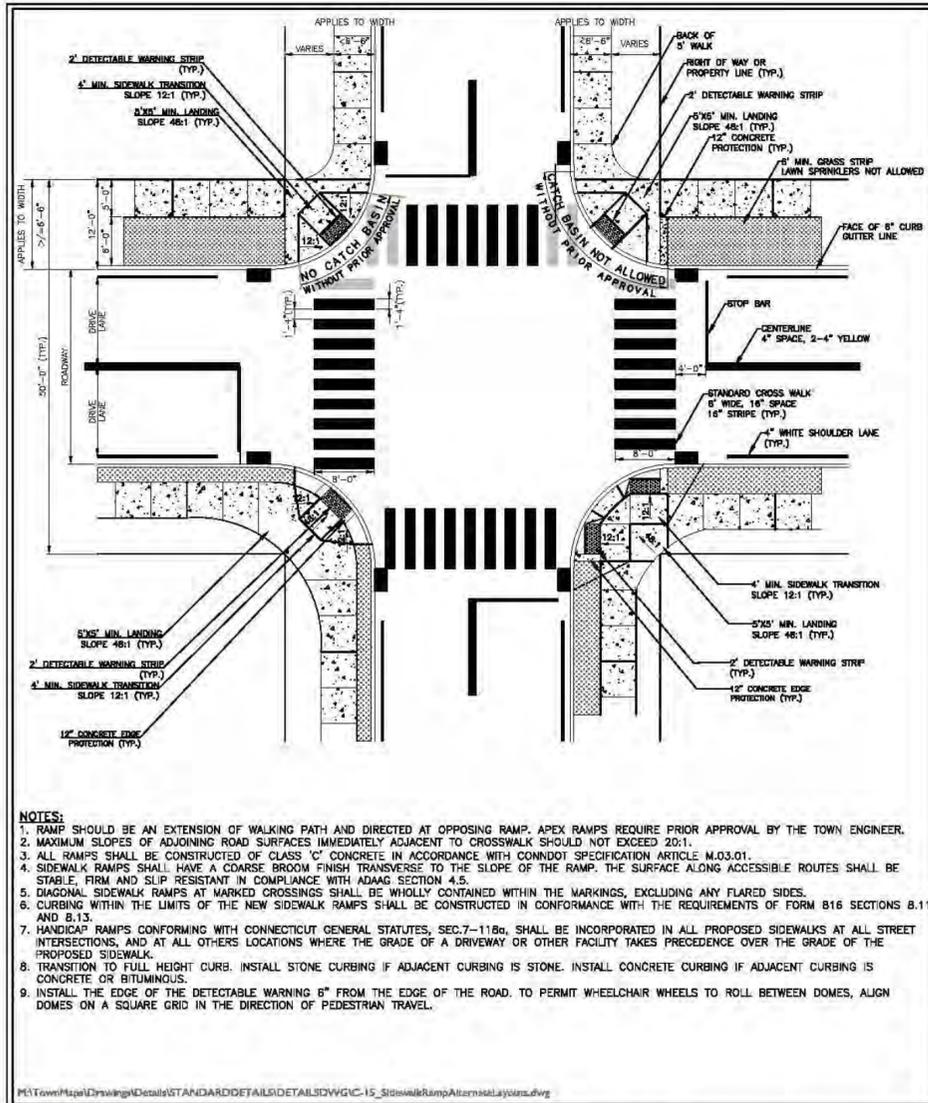
SIDEWALK CONDITIONS LEGEND

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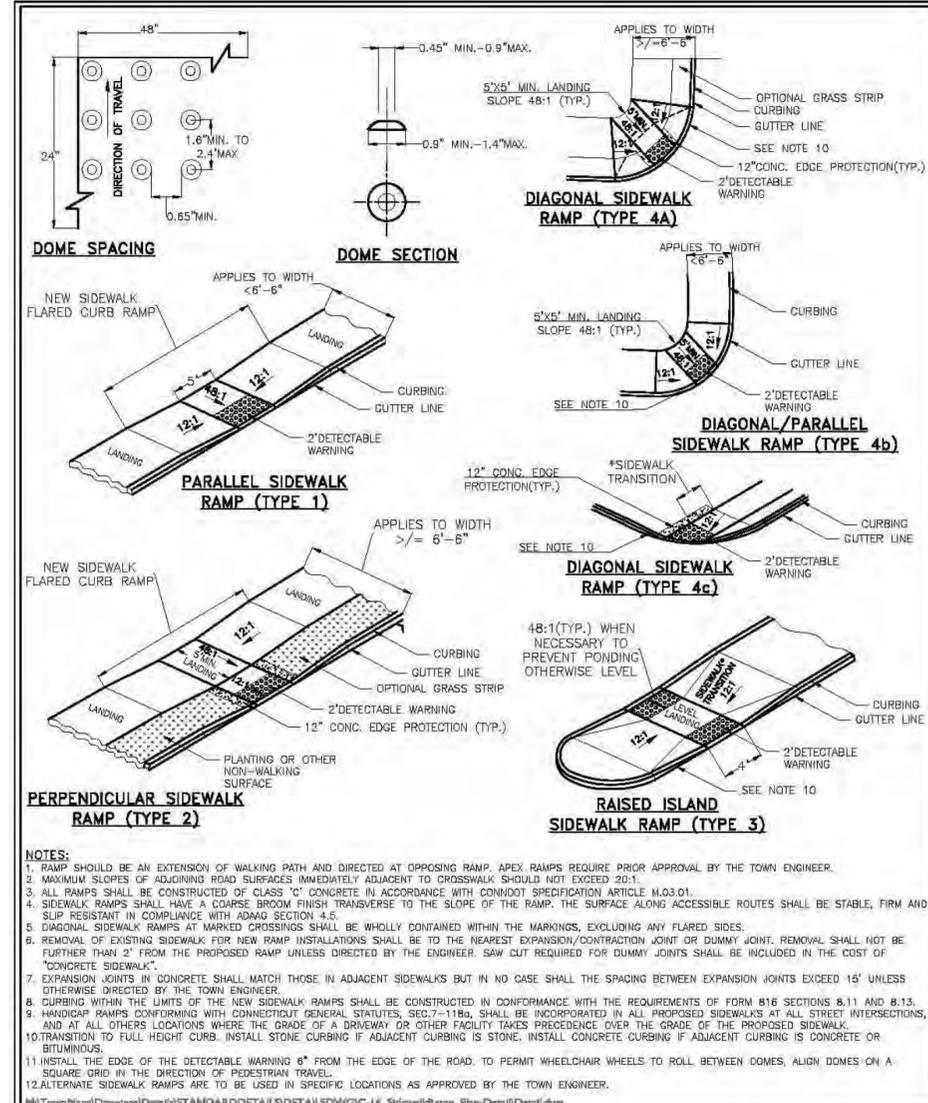


SCALE: 1" = 60'
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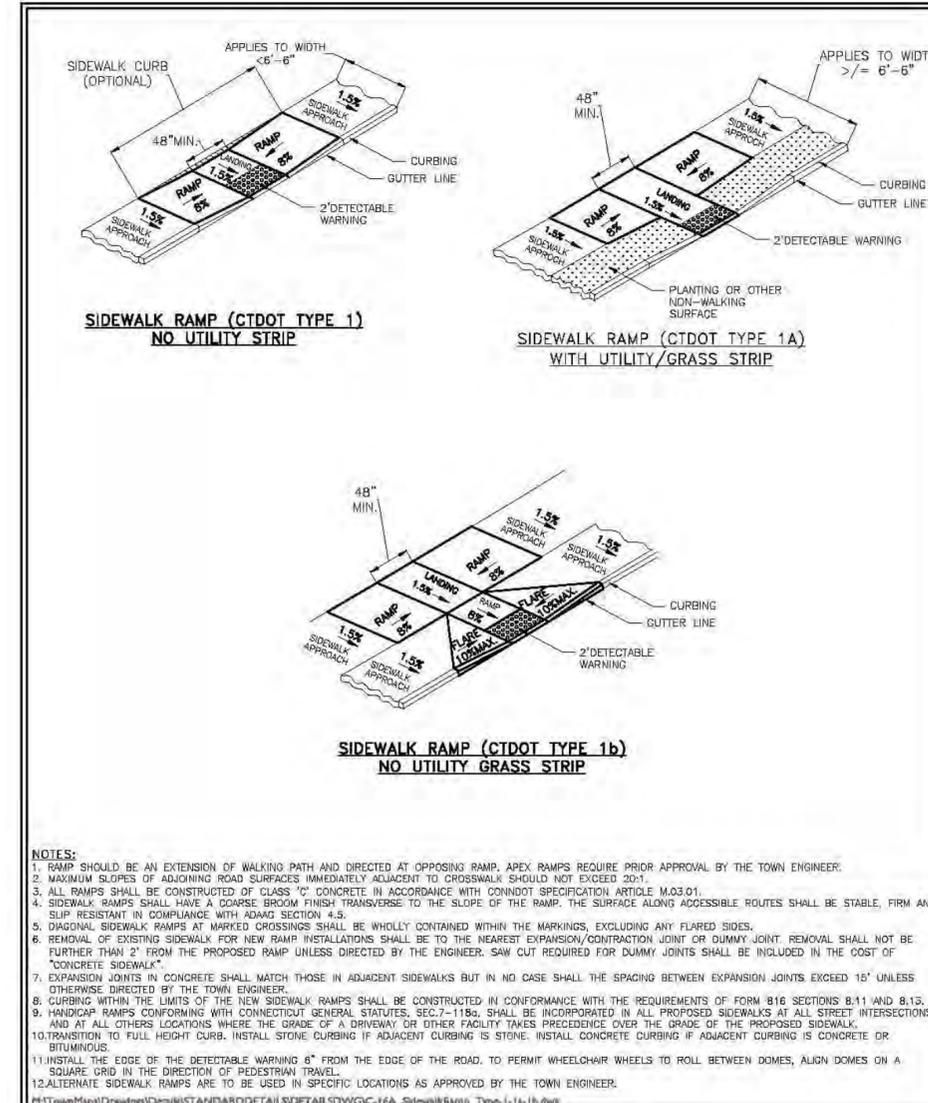
SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 8



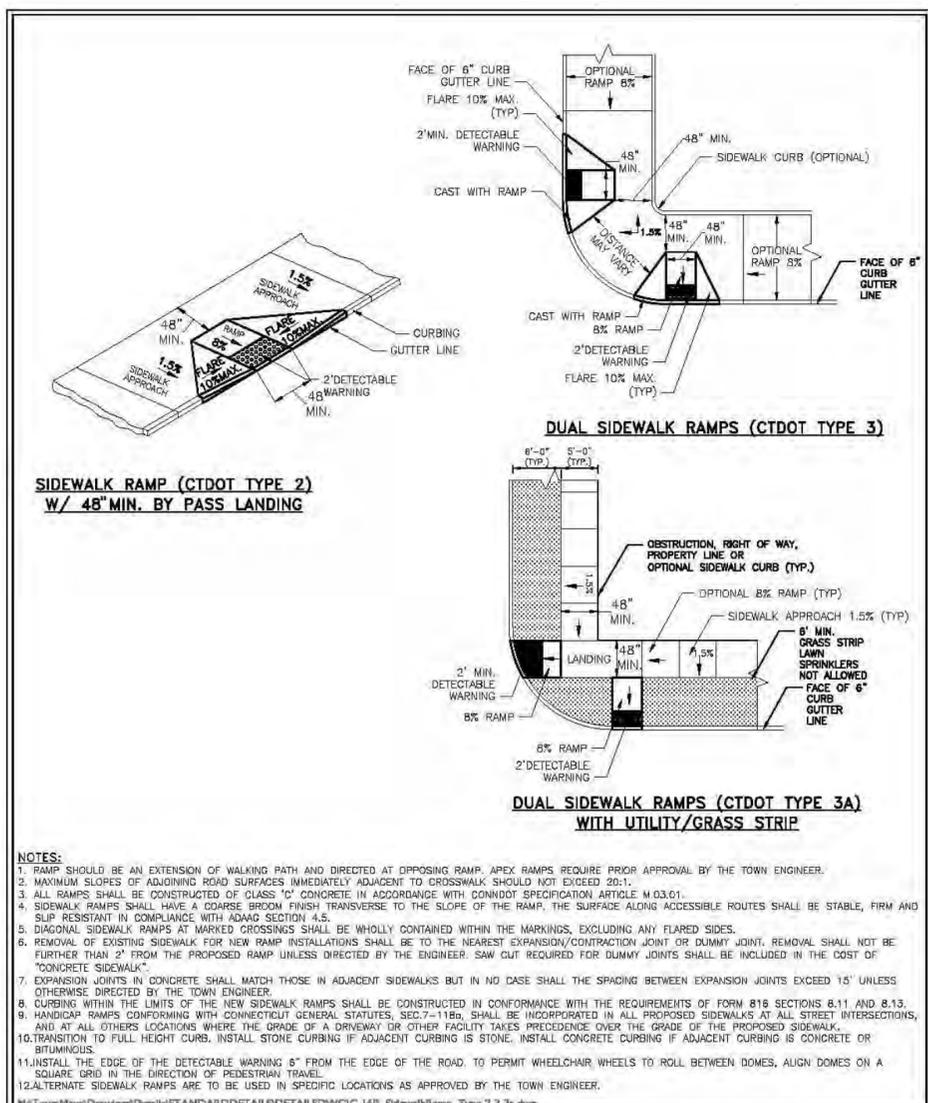
1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032		ALTERNATE SIDEWALK RAMP LAYOUTS			
DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
F.L.Y.	07.07.11				
SHEET NO: C-15		HOR. SCALE: N.T.S.		VER. SCALE: N/A	
DESIGN BY: B.C.M.B.		CHECKED BY: R.M.A.		DATE: 07.07.11	
PHONE: (860)75-2305 FAX: (860)75-2319 WEB: WWW.FARMINGTON-CT.ORG					



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032		SIDEWALK RAMP PLAN DETAILS			
DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
F.L.Y.	07.07.11				
SHEET NO: C-16		HOR. SCALE: N.T.S.		VER. SCALE: N/A	
DESIGN BY: B.C.M.B.		CHECKED BY: R.M.A.		DATE: 07.07.11	
PHONE: (860)75-2305 FAX: (860)75-2319 WEB: WWW.FARMINGTON-CT.ORG					



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032		SIDEWALK RAMPS CTDOT TYPE-1, 1a, 1b			
DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
F.L.Y.	02.28.14				
SHEET NO: C-16A		HOR. SCALE: N.T.S.		VER. SCALE: N/A	
DESIGN BY: B.C.M.B.		CHECKED BY: R.M.A.		DATE: 02.28.14	
PHONE: (860)75-2305 FAX: (860)75-2319 WEB: WWW.FARMINGTON-CT.ORG					



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032		SIDEWALK RAMPS CTDOT TYPE-2, 3, 3a			
DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
F.L.Y.	02.28.14				
SHEET NO: C-16B		HOR. SCALE: N.T.S.		VER. SCALE: N/A	
DESIGN BY: B.C.M.B.		CHECKED BY: R.M.A.		DATE: 02.28.14	
PHONE: (860)75-2305 FAX: (860)75-2319 WEB: WWW.FARMINGTON-CT.ORG					

Minutes of the July 9, 2019 Town Council Meeting



Minutes of the Town of Farmington
Regular Town Council Meeting
July 9, 2019

Present:

Nancy W. Nickerson, Chair
Patricia Boye-Williams
Bruce Charette
Paul Cianci
Edward Giannaros
Beth Kintner
C. J. Thomas

Kathy Blonski, Town Manager
Paula B. Ray, Clerk

A. Call to Order

The Chair called the meeting to order at 7:00 p.m.

B. Pledge of Allegiance

The Council and members of the public recited the Pledge of Allegiance.

Motion was made and seconded (Charette/Giannaros) to suspend the rules of procedure and change the order of the agenda to move Agenda Item F. Public Comment to follow Agenda Item D-1 Farmington Village Center Streetscape Improvement Final Report.

Adopted unanimously

C. Public Hearing

1. A Public Hearing to consider the acquisition of property owned by the Estate of Joseph J. & Stella W. Mitchell located at 9485 Mountain Road.

The Chair called the public hearing to order at 7:01 p.m., and the clerk read the following legal notice:

LEGAL NOTICE
TOWN OF FARMINGTON
PUBLIC HEARING

A Public Hearing will be held on Tuesday, July 9, 2019 at 7:00 p.m. in the Town Hall Council Chambers to consider the acquisition of property owned by the Estate of Joseph J. & Stella W. Mitchell located at 9485 Mountain Road.

Dated at Farmington Connecticut this 25th day of June 2019.

Kathleen A. Blonski
Town Manager

Ms. Boye-Williams reviewed the proposal:

9485 Mountain Road was added to the Farmington Land Acquisition List on March 6, 2019.

The property is a small (0.23 acres) triangular parcel that was deeded in 1978 from the Town of Farmington following road reconstruction to Joseph and Stella Mitchell, the owners of the adjacent property at 107 Mountain Road. Shown here to the left of the property in question.

The property should have been added to 107 Mountain Road, and, therefore, should have transferred with that property when it was sold out of the family in 2010, following the passing of both Joseph & Stella Mitchell.

The Mitchell's heirs did not recognize ownership of this additional property. Taxes and fees have continued to accumulate, and back taxes now equal approximately \$3,500 as of April 2019. Subsequent meetings with Patricia Nairne, the one local heir, have found her very open to resolving this issue by transferring the property to the Town.

The property was listed on the Town's Land Acquisition List to provide a safer crossing and more permanent relocation of a section of the New England (Metacomet) Trail, which is now a National Scenic Trail.

The blue line on the map shows the current location of the trail that requires hikers to walk along a curved section of Mountain Road

The green line on the map shows the relocation of the trail over 9485 Mountain Road that will allow hikers to immediately access the trail after crossing Mountain Road.

Acquisition of this property will also eliminate a title question and remove an ongoing delinquency from the tax rolls.

The map showing the area is attached to these minutes as Agenda Item C-1.

A letter of understanding from the property owner and letters endorsement for the proposal are attached to these minutes as Agenda Item C-2.

The Chair opened the hearing for public comments and hearing none closed the hearing at 7:05 p.m.

D. Presentations and Recognitions

2. Proclamation Tunxis Seniors - 50th Anniversary

Mr. Thomas read the following proclamation and presented it to Marci Shepard as representative of the seniors:

WHEREAS, the Tunxis Senior Citizen Association was established by the Farmington Valley Woman's Club in 1969 with a mission to sponsor a Senior Center, and

WHEREAS, under Town Manager Stephen A. Flis and Chairman Jeremiah Wadsworth, the Town Council approved the plan for a Senior Center in the Library Building when it became vacant in January 1969, and

WHEREAS, the Tunxis Senior Citizen Association held its first official meeting on March 10, 1969, and members faithfully volunteered to run the Senior Center for the next twenty-four years, and

WHEREAS, the Tunxis Senior Citizen Association accomplished its goal to create a Senior Center, but still offers opportunities for seniors to make new friends based on a mutual interest in top notch entertainment, and

WHEREAS, the Tunxis Senior Citizen Association is a state-certified non-profit organization with 300 members, and

WHEREAS, the Tunxis Senior Citizen Association enhances the lives of its members through live music, bingo, bridge, banquets, and

WHEREAS, as a result of the Tunxis Senior Citizen Association's continued efforts, the lives of the people of Farmington will be enriched and enhanced.

NOW, THEREFORE, BE IT RESOLVED, that, on behalf of the Town of Farmington, we congratulate the Tunxis Senior Citizen Association for its 50th Anniversary.

Dated this 9th Day of July, 2019 at Farmington, Connecticut.

3. Proclamation Elizabeth Hatheway - 100th Birthday

The Chair read the following proclamation:

WHEREAS, Elizabeth Hatheway was born on August 20, 1919, and

WHEREAS, Elizabeth Hatheway was born and raised in her family home in West Hartford Connecticut and now resides at Middlewoods in Farmington, and

WHEREAS, Elizabeth Hatheway has one sister named Mary, one brother, and two nephews, and

WHEREAS, Elizabeth Hatheway graduated from West Hartford Public Schools, attending Center School, Sedgwick Middle School, and Hall High School, and

WHEREAS, Elizabeth Hatheway attended Duke University and studied sociology, and

WHEREAS, Elizabeth Hatheway lived in many places throughout her life including, West Virginia, Florida, Texas, California, and now Farmington, Connecticut and

WHEREAS, Elizabeth Hatheway loves nature, animals and is an avid bird watcher, and

WHEREAS, Elizabeth Hatheway attributes her and her siblings longevity to the fresh fruits and vegetables her mother fed them growing up, and

WHEREAS, throughout her life, Elizabeth Hatheway has enjoyed knitting, history, and is known for always being generous, compassionate, and loving to all that she called family.

NOW THEREFORE, THEREFORE, BE IT RESOLVED, that, the Town of Farmington hereby wishes Elizabeth Hatheway a very happy 100th birthday and officially declare August 20, 2019 as “Elizabeth Hatheway Day” in Farmington.

Dated at Farmington, Connecticut this 9th Day of July, 2019.

1. Farmington Village Center Streetscape Improvement Final Report – BSC Group

James Fasser, RLA, AICP, LEED AP Vice President, Planning and Landscape Architecture BSC Group reviewed the report prepared for the Farmington Village Center Committee using the presentation recorded with these minutes as Agenda Item D-1 and answered Council questions.

F. Public Comments

Brian Hendrickson of 165 Main Street commended the Council for the collaboration with all stake holders that had gone into the report. He strongly endorsed the report and felt the Town of Farmington had the money available for an expedited implementation.

Sam Reisner of 41 Main Street asked that the nature of the area not be changed by making it uniform. He appreciated the variety found along Main Street. He did endorse the concept of universal design and increased pedestrian safety.

O. Executive Session

1. Pending Litigation

Motion was made and seconded (Charette/Giannaros) to move to Executive Session for the discussion of pending claims or pending litigation with the Town Council, Town Manager and Town Attorney present at 7:38 p.m.

Adopted unanimously

The Council returned to Open at 8:30 p.m.

Motion was made and seconded (Charette/Giannaros) to suspend the Rules of Procedure to change the Agenda to consider Agenda Item N-2 To Accept BSC Group's Streetscape Master Plan for the Farmington Village Center Study Area and to Establish a Working Group.

Adopted unanimously

2. To accept BSC Group's Streetscape Master Plan for the Farmington Village Center Study Area and to establish a working group

Motion To accept the attached BSC Group's Streetscape Master Plan for the Farmington Village Center Study Area and to establish a working group to recommend strategies to the Town Council on the implementation of the Plan.

The working group will consist of the following members:

Bruce Charette Town Council Member
Nancy Nickerson Town Council Member
Kathy Blonski Town Manager
Russ Arnold Director of Public Works.

Motion was made and seconded (Kintner/Giannaros) to amend the motion by adding the words "as presented." to the end of the motion.

Adopted unanimously

Adopted as amended unanimously

E. New Items

There were no new items added to the agenda.

G. Reading of the Minutes

1. June 11, 2019 Regular Town Council Meeting

Motion was made and seconded (Charette/Giannaros) to approve the minutes of the June 11, 2019 Regular Town Council Meeting.

Adopted unanimously

2. June 25, 2019 Regular Town Council Meeting

Motion was made and seconded (Charette/Giannaros) to approve the minutes of the June 25, 2019 Regular Town Council Meeting.

Adopted unanimously

H. Reading of Communications and Written Appeals

There were no communications or written appeals.

I. Report of the Committees

1. UCONN Health Committee

There was no report for Agenda Item I-1.

2. Land Acquisition Committee

Ms. Boye-Williams reported the next meeting was scheduled for July 11, 2019 at 5:00 p.m.

3. Green Efforts Committee

Ms. Boye-Williams reported the next meeting was in August.

4. Farmington Village Center Committee

There was no report for Agenda Item I-4.

5. Farmington High School Building Committee

Ms. Kintner reported that CSG (Construction Solutions Group) had been selected as the Owner's Representative, and they had begun to work on an RFP for Architects. The Committee expected the RFP for Architects to be posted by July 15, 2019. The Communication Sub Committee had worked with Geoff Porter, Recreation Supervisor to discuss how the Farmington Recreation Department did outreach and was brainstorming ideas for marketing and educating the public. The next full Committee meeting was scheduled for July 10, 2019.

J. Report of the Council Chair and Liaisons

1. Chair

The Chair reminded the public about the upcoming Tunxis Hose Fireman's Jamboree events scheduled for July 11th through the 13th.

2. Board of Education Liaison

Ms. Kintner reported the last meeting had been on June 17, 2019. They had an extensive end of the year budget report and approved Alicia Bowman as Assistant Superintendent of Finance and Operations effective July 1, 2019.

3. Chamber of Commerce

There was no report for Agenda Item J-3.

4. Economic Development Commission Liaison

Mr. Giannaros reported the next meeting was July 10, 2019.

5. Farmington Historic District Commission

There was no report for Agenda Item J-5.

6. Housing Authority

Ms. Kintner reported the next meeting was in the fall.

7. Human Relations Commission

Mr. Kintner reported the next meeting was August 21, 2019.

8. Library Board

Mr. Giannaros reported the Library had completed the upgrade of the telecommunications system. The Library Board was beginning planning for a wine and cheese event for local businesses to be held in the fall. The next meeting was scheduled for August 21, 2019.

9. Town Plan and Zoning Liaison

Mr. Charette reported the Commission was meeting the following week.

10. Unionville Historic District Commission

Mr. Giannaros reported a certificate of appropriateness for a new sign at 10 School Street and the next meeting was scheduled for August 1, 2019.

11. Unionville Village Improvement Association Liaison

12. Water Pollution Control Authority

13. Other Liaisons

There were no reports for Agenda Items J-11 through J-13.

K. Report of the Town Manager

Phase 2 Infrastructure Report

Kathryn Krajewski, Assistant Town Manager reviewed the report recorded with these minutes as Agenda Item K-1 and answered Council questions. The Council thanked the Manager and her staff for the report and were pleased with the result.

Personnel Update

The Manager reported that Mark DeVoe the new Town Planner had started yesterday, and David Gardner had been hired as the new Assessor and was starting July 22, 2019. The Manager thanked Shannon Rutherford, Assistant Planner and Edward Hybner, Assistant Assessor for all the work they had done during the transition period. The Manager expected the new Communications Specialist to be in place by the end of July.

Motion was made and seconded (Charette/Giannaros) to accept the report of the Town Manager.

Adopted unanimously

L. Appointments

1. Building Code Board of Appeals (Charette)
2. Green Efforts Committee (Perry)
3. Human Relations Commission (Ierardi)
4. Human Relations Commission (Mambrino)
5. Justice of the Peace (Noe)
6. Plainville Area Cable TV Advisory Council (Bernier)
7. Plainville Area Cable TV Advisory Council (Markuszkza)

There were no appointments made for Agenda Items L-1 through L-7.

8. Town Plan & Zoning Commission

Motion was made and seconded (Charette/Giannaros) that Inez St. James be appointed to the Town Plan and Zoning Commission for the balance of a four-year term beginning immediately and ending January 2020.

Adopted unanimously

9. Water Pollution Control Authority (Thompson)

There was no appointment made for Agenda Item L-9.

10. Zoning Board of Appeals

Motion was made and seconded (Charette/Giannaros) that Sara Nadim be appointed to the Zoning Board of Appeals for the balance of a four-year term beginning immediately and ending January 2020.

Adopted unanimously

11. Zoning Board of Appeals

Motion was made and seconded (Charette/Giannaros) that Harry Marsh be appointed to the Zoning Board of Appeals as an Alternate for the balance of a two-year term beginning immediately and ending January 2020.

Adopted unanimously

12. Zoning Board of Appeals

Motion was made and seconded (Charette/Giannaros) that Jay Tulin be appointed to the Zoning Board of Appeals as an Alternate for the balance of a two-year term beginning immediately and ending January 2020.

Adopted unanimously

M. Old Business

There was no old business conducted.

N. New Business

1. To recommend the purchase of 9485 Mountain Road to the Town Plan and Zoning Commission for a Report under Section 8-24 of the Connecticut State Statutes

Motion was made and seconded (Charette/Giannaros) to recommend the purchase of 9485 Mountain Road to the Town Plan and Zoning Commission for a Report under Section 8-24 of the Connecticut State Statutes.

Adopted unanimously

3. That pursuant to Section 55-10 of the Town of Farmington Purchasing Ordinance the bidding requirements under Section 55-1 be waived to complete the landscaping and installation of plantings, paver edging, and maintenance in the island at the intersection of Rt 4 and Rt 10 at a cost of \$31,574.04.

Motion was made and seconded (Charette/Giannaros) that pursuant to Section 55-10 of the Town of Farmington Purchasing Ordinance the bidding requirements under Section 55-1 be waived to complete the landscaping and installation of plantings, paver edging, and maintenance in the island at the intersection of Rt 4 and Rt 10 at a cost of \$31,574.04.

Adopted unanimously

4. To award Bid #289, Brickyard Road Pavement Rehabilitation Project

Motion was made and seconded (Charette/Giannaros) to award Bid # 289, "Brickyard Road Pavement Rehabilitation Project" to Tilcon Connecticut, Inc. of New Britain, CT at a contract cost of \$707,334.50 subject to Capital Region Council of Governments and State of Connecticut review.

Adopted unanimously

5. To extend the contract for the purchase of Treated Road Salt for the 2019/2020 winter season with DRVN Enterprises, Inc. of Wethersfield, CT at a purchase price of \$73.50 per ton

Motion was made and seconded (Charette/Giannaros) to extend the contract for the purchase of Treated Road Salt for the 2019/2020 winter season with DRVN Enterprises, Inc. of Wethersfield, CT at a purchase price of \$73.50 per ton.

Adopted unanimously

6. To award a contract for the purchase of one 2020 International Model HV5007 Heavy Duty Cab and Chassis to Nutmeg International Trucks, Inc., of Hartford, CT at a purchase price of \$98,992.98

Motion was made and seconded (Charette/Giannaros) to award a contract for the purchase of one 2020 International Model HV5007 Heavy Duty Cab and Chassis to Nutmeg International Trucks, Inc., of Hartford, CT at a purchase price of \$98,992.98.

Adopted unanimously

7. To award Bid # 281, Transportation and Disposal of Sewage Sludge, to H.I. Stone of Southbury, CT at a contract cost of \$74.00 per wet ton

Motion was made and seconded (Charette/Giannaros) to award Bid #281, Transportation and Disposal of Sewage Sludge, to H.I. Stone of Southbury, CT at a contract cost of \$74.00 per wet ton.

Adopted unanimously

8. To extend the contract between the Town of Farmington and Waste Material Trucking Company (WMTC) of Farmington, CT to provide for the curbside collection of municipal solid waste, recyclables, and bulky waste for a three-year period, beginning July 1, 2021 through to June 30, 2024 and to authorize the Town Manager to sign a contract extension with WMTC

Motion was made and seconded (Charette/Giannaros) to extend the contract between the Town of Farmington and Waste Material Trucking Company (WMTC) of Farmington, CT to provide for the curbside collection of municipal solid waste, recyclables, and bulky waste for a three-year period, beginning July 1, 2021 through to June 30, 2024 and to authorize the Town Manager to sign a contract extension with WMTC.

Adopted unanimously

9. To approve property tax refunds

Motion was made and seconded (Charette/Giannaros) to approve the following property tax refunds:

NAME	REASON	AMOUNT
Abele Joseph V	Assessor adjustment	\$46.20
Ally Financial	Assessor adjustment	\$130.57
Berlin Remnant Land	Assessor adjustment	\$19.58
Daimler Trust	Assessor adjustment	\$221.03
Honda Lease Trust	Assessor adjustment	\$88.26
Metro Realty Management	Assessor adjustment	\$19.58
VW Credit Leasing	Assessor adjustment	\$137.26

Total		\$662.48
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Adopted unanimously

O. Executive Session
Land Acquisition

Motion was made and seconded (Charette/Giannaros) to move to Executive Session at 9:41 p.m. with the Town Council and Town Manager present for the discussion of the selection of a site or the lease, sale or purchase of real estate.

Adopted unanimously

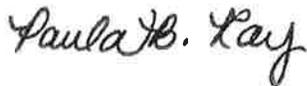
The Council returned to Open Session at 9:50 p.m.

P. Adjournment

Motion was made and seconded (Charette/Giannaros) to adjourn the meeting at 9:50 p.m.

Adopted unanimously

Respectfully submitted,



Paula B. Ray, Clerk

Presentation given by BSC Group to the Town Council on July 9, 2019





FARMINGTON VILLAGE CENTER



STREETSCAPE MASTER PLAN

PREPARED FOR:
TOWN OF FARMINGTON



Agenda Item D-1



Discussion Overview

1. Project Scope
2. Public Input
3. Recommendations
 1. Streetscape Elements
 2. Gateways
 3. Costs
 4. Implementation
 5. Funding
4. Next Steps



Project Scope

1. Prepare Project Area Base Map
2. Analysis of Existing Conditions
3. Meetings with Steering Committee (5)
4. Meetings with Stakeholders
5. Public Input Meeting
6. Prepare Streetscape Recommendations
7. Estimate Construction Costs
8. Recommend Implementation Strategy
9. Final Report



Site Analysis



- LEGEND**
- PROJECT AREA
 - TOWN PARCELS
 - WALL
 - OPEN SPACE
 - WATER BODY
 - TRAFFIC LIGHT
 - STOP SIGN
 - CROSSWALK
 - ONE WAY ROAD
 - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
- GOOD CONDITION
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS
WIDTH IS AT LEAST 5 FEET
 - FAIR CONDITION
SURFACE IS GENERALLY FLAT WITH SOME CRACKS
SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
 - POOR CONDITION
SURFACE IS DETERIORATED WITH CRACKS OR HEAVING
SURFACE IS PROHIBITIVE OF ADA ACCESS
 - MISSING SIDEWALK
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS
OR MAY BE PROVIDED FOR CONNECTIVITY
 - PEDESTRIAN HAZARD AREA
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN
PEDESTRIAN AND VEHICULAR TRAVEL

SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 4





**MEMBERS OF THE FARMINGTON
VILLAGE CENTER COMMITTEE
INCLUDE THE FOLLOWING:**

Bruce Charette; Town Council member, Chair
Nancy Nickerson; Town Council member
Portia Corbett; Farmington Historical Society
John Renehan; Farmington Historic District Commission
Michael Gurski; Farmington Village Green & Library
Association Representative
Brian Connolly; Economic Development Commission
Representative
Sarah Jean Willett; Farmington Village Center Business
Owner or Resident
Elizabeth Sanford; Farmington Village Center Business
Owner or Resident
Kevin Ray; Farmington Village Center Business Owner or
Resident
Ruth Grobe; Human Relations Committee / Universal
Design Advocate
Betty Coykendall; Town Historian

**AND THE FOLLOWING NON-VOTING
MEMBERS:**

Kathleen Blonski, Town Manager
Rose Ponte, Economic Development Director
Anna Savastano, Town Manager's Office



Public Meeting and Survey

Public Meeting

- March 21
- 65 attendees

On-Line Survey

- 114 responses





Sidewalks and Crosswalks - Voting Tallies



Sidewalk Width

3' Wide

5

2

4' Wide

9

2

5' Wide

10

2

6' Wide

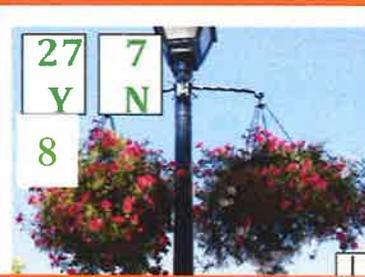
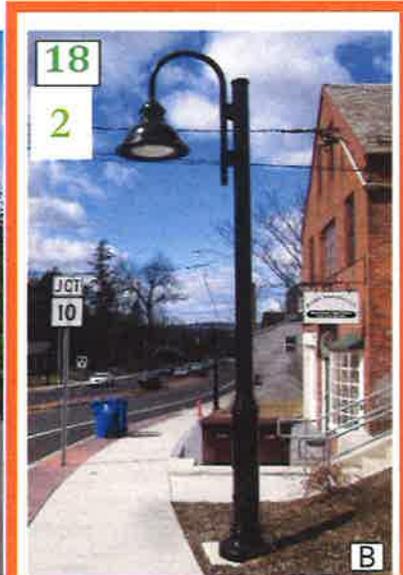
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2





Site Features - Site Lighting





Site Features - Signage

Identification Signage



Informative Signage

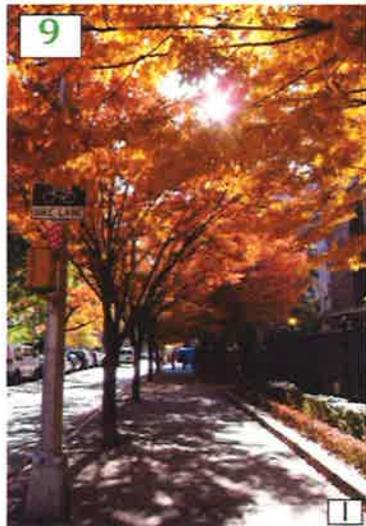


Site Features - Site Walls and Plantings

Site Walls



Plantings



More Trees?

YES

34

NO

7

Replant Median?

YES

33

NO

6



Site Features - Fencing

Picket Fence



Screening Fence





Site Features - Site Amenities

Bicycle Racks



3



C



D

Bike Racks?

35
Y

5
N

Benches



E



F



G



H



I

Trash Receptacles



J



K



L



M



Site Features - Public Art



A



B



C



D



E



G



H



I



F



J



K

Public Art?

YES

30

NO

9



OVERALL VISION

- ◇ Reinforce goals of the long-term comprehensive plan.
- ◇ Implement improvements that enhance Farmington's historic town center character.
- ◇ Prioritize safe pedestrian movement.
- ◇ Establish hierarchy of green and universally accessible sidewalk treatments that enhance New England village character.
- ◇ Provide crosswalk treatments that foster pedestrian safety.
- ◇ Deploy streetscape amenities, lighting, signage, benches, bike racks, plantings, and specialty features that are traffic calming and enhances our brand as a historic village center.



PRIORITIES, PREFERENCES AND RECOMMENDATIONS - MATERIALS

SIDEWALK RECOMMENDATIONS BASED ON EXISTING CONDITION



WIDER SIDEWALK TREATMENT WITHIN LAWN AREA



SIDEWALK TREATMENT AT STREET EDGE



NARROW SIDEWALK WITHIN LAWN AREA

CROSSWALK



PRESSED PAVEMENT CROSSWALK



TACTILE WARNING STRIP



CROSSWALK TREATMENT

CROSSWALK & SIDEWALK TREATMENT OPTIONS

BEFORE



AFTER



OPTION 1



OPTION 2

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

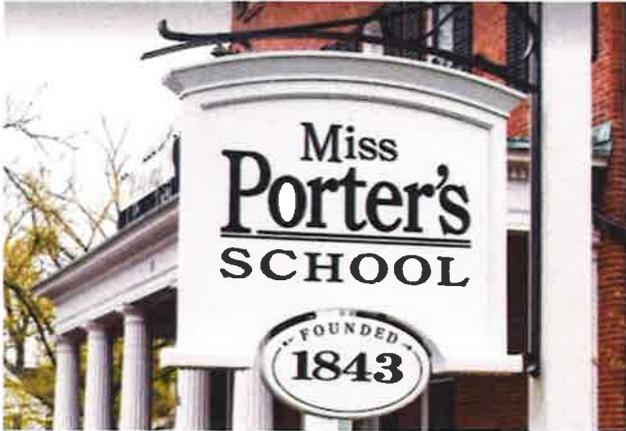
LIGHTING



SIGNS



SIGNS



PRIORITIES, PREFERENCES AND RECOMMENDATIONS

STREET TREES



HIGH CANOPY TREE



LOWER CANOPY TREE



FLOWERING TREE

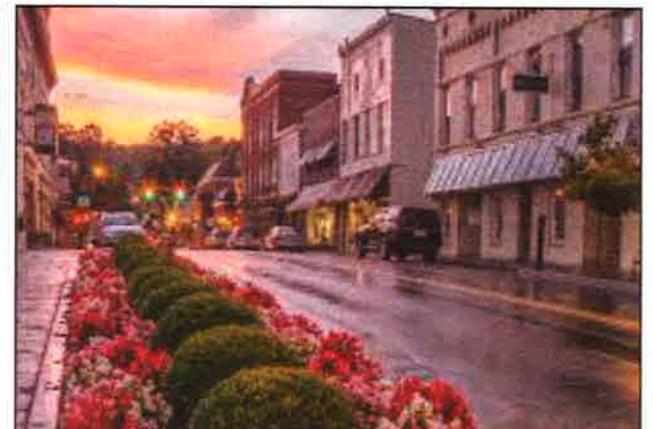
PLANTED MEDIAN



PLANTED MEDIAN I - ANNUALS, SHRUBS, STONE ELEMENTS



PLANTED MEDIAN II - ANNUALS, ORNAMENTAL GRASSES, FEATURE PAVING



PLANTED MEDIAN III - LOW ACCENT SHRUBS BELOW VEHICLE SIGHT LINES

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

SPECIALTY FEATURES



SEASONAL FLOWER BASKETS



PUBLIC ART



PUBLIC ART

FENCES AND WALLS



TRADITIONAL PICKET FENCE



LOW CUT STONE WALL WITH FENCE FEATURE



RURAL FIELDSTONE WALL



Gateway Locations

Scott Swamp Road

Route 6 Overpass



High Street

Mountain Spring Road

BSC GROUP

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

PRIMARY GATEWAY



SECONDARY GATEWAY

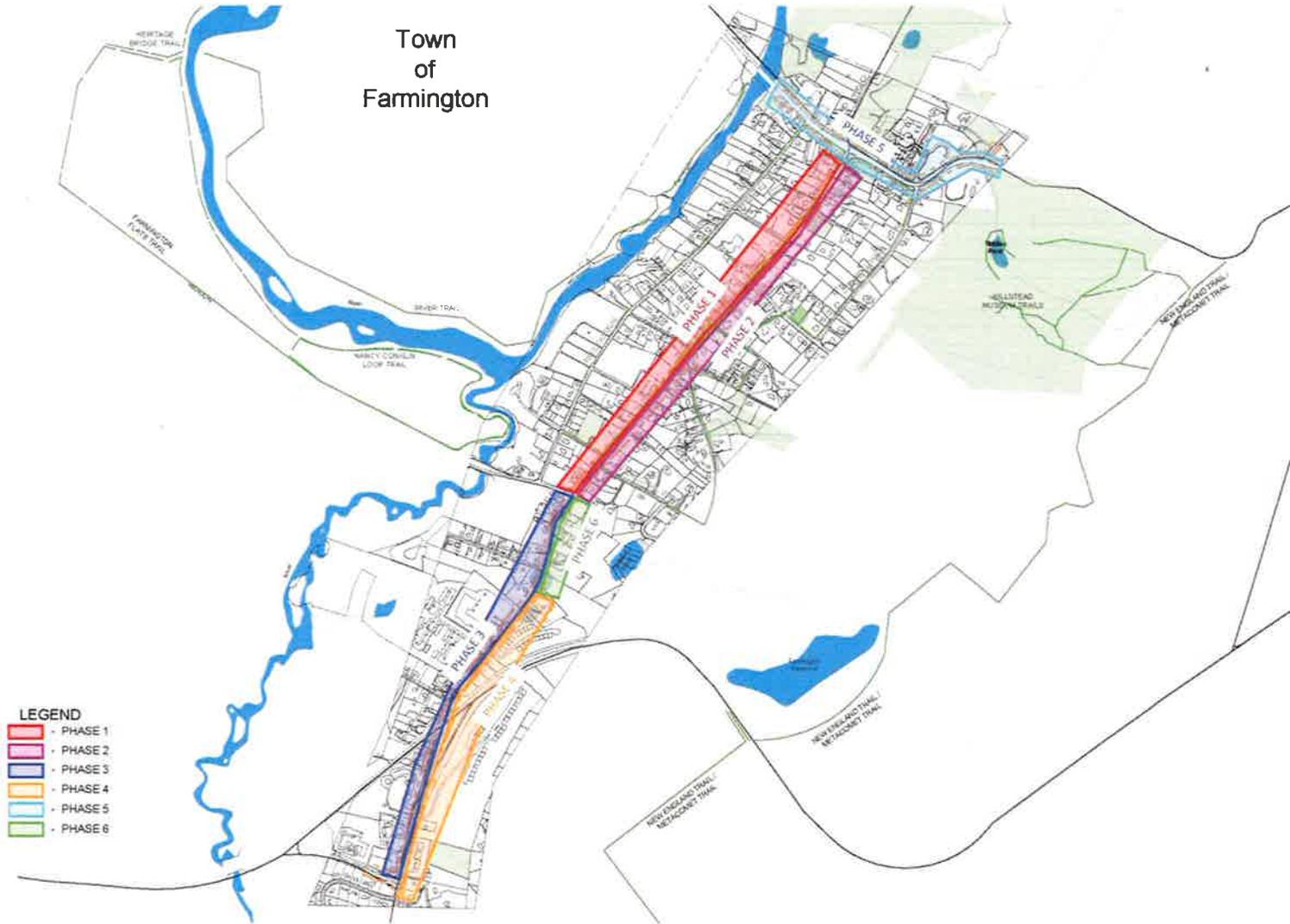




Priority Matrix

Farmington Village Center Streetscape Priority Matrix			
Item	Public Votes	Online Survey 131 Respondents	Quality of Life Subcommittee (Oct. 2018)
Table I - Sidewalks and Crosswalks			
Main St. Sidewalk Repair Where Necessary	34	73	High - 1
Main St. Sidewalk Entire Length	One Side		
	8	29	Medium
	Both Sides		
	42	60	Medium
Decorative Crosswalks	3	46	High - 4
Table II - Site Features			
Decorative Pedestrian Lighting	1	68	High - 1
Flags, Banners, and Flowers on Lightpoles	11	58	High - 1
Wayfinding / Interpretive Signage	17	35	High - 1
Street Trees	40	76	High - 3
Table III - Gateways			
Gateways / Welcome Signs	20	43	High - 2
No Table			
Create Pocket Parks	20	48	Medium
Create Public Parking Lots	12	34	Low

Town
of
Farmington



- LEGEND**
- PHASE 1
 - PHASE 2
 - PHASE 3
 - PHASE 4
 - PHASE 5
 - PHASE 6

PHASE MAP



SCALE: 1" = 500'
0 250 500 1000 FEET

Phase 1 – Main Street – the west side from Meadow Road to Route 4 Intersection **\$571,625.00**

The design team thought it was important to start the project implementation with this phase. This phase represents an area which is most used by stakeholders, is highly visible and has a number of sections along the current sidewalk in need of repair. By starting at Meadow Road, the implementation of this phase would connect the Farmington Village Center to other trails such as the Farmington Canal Heritage Trail and the Farmington River Trail. Since this section represents such an important connection, the design team felt that this justified the cost being on the higher end of the scale. The intersection of Mountain Road and Main Street is not included in the estimated cost. This is a major pedestrian crossing for the public and students/staff at Miss Porter's School and the design team understands that representatives from the school will be working with the Town to implement improvements at this intersection that best meet the needs of the Town and school.

Phase 2 – Main Street – the east side from Meadow Road to Route 4 Intersection **\$586,828.13**

The second phase also represents some of the higher profile areas in the project area. Portions of the current sidewalk in this area also have numerous sections in need of repair. There are fewer intersections along this phase, resulting in a higher overall cost due to more sidewalk length. Constructing this second phase on the east side of Main Street for the same length as the Phase One improvements on the west side will result in a unified streetscape and enhanced pedestrian environment in the heart of the Village Center.

Phase 1 - Meadow Rd to Route 4 Intersection (West Side)

Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	3900	\$8.00	\$31,200.00
Convert to Lawn	s.f.	1600	\$2.75	\$4,400.00
Sidewalk	l.f.	3900	\$87.00	\$339,300.00
Bicycle Rack	e.a.	6	\$150.00	\$900.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Tree	e.a.	15	\$1,300.00	\$19,500.00
Bench	e.a.	4	\$2,000.00	\$8,000.00
Contingency (25%)				\$114,325.00
Section Cost				\$571,625.00

Phase 2 - Meadow Rd to Route 4 Intersection (East Side)

Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4425	\$8.00	\$35,400.00
Convert to Lawn	s.f.	250	\$2.75	\$687.50
Sidewalk	l.f.	4425	\$87.00	\$384,975.00
Bicycle Rack	e.a.	4	\$150.00	\$600.00
Lightpole	e.a.	8	\$4,500.00	\$36,000.00
Tree	e.a.	6	\$1,300.00	\$7,800.00
Bench	e.a.	2	\$2,000.00	\$4,000.00
Contingency (25%)				\$117,365.63
Section Cost				\$586,828.13

Phase 3 – Main Street – the west side Meadow Road to Scott Swamp Road
\$592,250.00

This phase is the southern extension of the first phase. This phase includes adding new sidewalks where no sidewalks currently exist. As such, these improvements will provide the largest impact to aesthetics and quality of life. Once Phase Three is completed there will be a safe, visually consistent sidewalk along the entire west side from the southern limit of the project area to the Farmington Village Center.

Phase 4 – Main Street – the east side from Meadow Road to Scott Swamp Road
\$384,687.50

The fourth phase will symbolically finish the major part of the masterplan; a cohesive sidewalk on both sides of Main Street from the southern end of project area to the Farmington Village Center. Currently, this section represents the most inconsistent area, with few paved walkways connecting pedestrians to major points of interest. With completion of this phase, pedestrians will be able to travel most of the way down the project area on either side of the street. There are two exceptions to this; the area at Colt Highway Extension where pedestrian access is not necessary, and a stream crossing by Tunxis Street.

Phase 3 - Meadow Rd to Scott Swamp Rd (West Side)

Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4150	\$8.00	\$33,200.00
Convert to Lawn	s.f.	1000	\$2.75	\$2,750.00
Sidewalk	l.f.	4150	\$87.00	\$361,050.00
Granite Curb	l.f.	240	\$40.00	\$9,600.00
Bicycle Rack	e.a.	8	\$150.00	\$1,200.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
Contingency (25%)				\$118,450.00
Section Cost				\$592,250.00

Phase 4 - Meadow Rd to Scott Swamp Rd (East Side)

Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	2150	\$8.00	\$17,200.00
Sidewalk	l.f.	2150	\$87.00	\$187,050.00
Granite Curb	l.f.	900	\$40.00	\$36,000.00
Lightpole	e.a.	2	\$4,500.00	\$9,000.00
Tree	e.a.	37	\$1,300.00	\$48,100.00
Bench	e.a.	3	\$2,000.00	\$6,000.00
Contingency (25%)				\$76,937.50
Section Cost				\$384,687.50

Phase 5 – Route 4 – from Mountain Spring Road to the Farmington River Bridge
\$374,468.75

In this phase, the Town will have the opportunity to enhance the recently installed improvements along this section of Route 4. Improvements in this section include adding a sidewalk where none currently exists in the north west portion of this segment. This sidewalk addition should be coordinated with the redevelopment of the adjacent parcel. Enhance plantings in traffic islands and medians are also included as needed along Route 4. As part of this phase, some money should be set aside for street tree plantings and secondary gateway treatments to be implemented with the redevelopment of the Parson's Parcel.

Phase 6 – Main Street – new Pedestrian Bridge at Tunxis Road
\$537,500.00

The final phase is an optional phase. Many community members have voiced their desire to build a pedestrian bridge along the east side of Main Street over the stream across from Tunxis Street. This connection would be the final link to have continuous sidewalks along both sides of Main Street from Route 4 to the southern limits of the project area. This phase will be the most cost per linear foot through the project area, however the pedestrian bridge would add interest and added connection to the Farmington Village Center.

Phase 5 - Mountain Spring Rd to Bridge on Route 4				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	325	\$8.00	\$2,600.00
Planted Area	s.f.	3900	\$30.00	\$117,000.00
Sidewalk	l.f.	325	\$87.00	\$28,275.00
Granite Curb	l.f.	325	\$40.00	\$13,000.00
Bicycle Rack	e.a.	10	\$150.00	\$1,500.00
Tree	e.a.	4	\$1,300.00	\$5,200.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$44,893.75
Parson's Parcel Allow.	l.s.	1	\$150,000.00	\$150,000.00
			Section Cost	\$374,468.75

Phase 6 - Pedestrian Bridge at Tunxis Rd				
Item	Unit	Quantity	Unit Cost	Total Cost
Boardwalk	l.f.	215	\$2,000.00	\$430,000.00
			Contingency (25%)	\$107,500.00
			Section Cost	\$537,500.00

Crosswalks

Crosswalks are a lower cost item which the Town may be able to implement sooner than other elements of the phases. They are not wholly dependent on the completion of other phases since they typically take place at existing intersections. They represent a simple way to improve quality of life for stakeholders and the aesthetic quality of the Farmington Village Center.

Gateways

Gateways will be an important addition to the Farmington Village Center, since it will draw visitor's attention and make them aware they are entering a special area. Cost and phasing will depend on the Town's ability and desire to build the gateways. It may be decided that gateways are a lower priority item, or the Town may decide to build large signs greeting people into the area.

Phase 1+2 Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	525	\$55.00	\$28,875.00
			Contingency (25%)	\$7,218.75
			Section Cost	\$36,093.75

Phase 3+4 Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	390	\$55.00	\$21,450.00
			Contingency (25%)	\$5,362.50
			Section Cost	\$26,812.50

Gateway				
Item	Unit	Quantity	Unit Cost	Total Cost
Gateway Sign Allow.	l.s.	1	\$15,000.00	\$15,000.00
Tree	e.a.	10	\$1,300.00	\$13,000.00
Planted Area	s.f.	120	\$30.00	\$3,600.00
			Contingency (25%)	\$7,900.00
			Section Cost	\$39,500.00

PROJECT COST ESTIMATE SUMMARY

The total estimated cost to implement all of the proposed Farmington Village Center Streetscape Improvements is approximately \$3.2 million dollars. Due to this high cost, the streetscape improvements will most likely be implemented in phases. A phasing plan was prepared to identify logical beginning and ending points for stretches of sidewalk improvements along Main Street. These phases can be implemented as funding becomes available, and may need to be shortened if funding is not sufficient for the entire length of the proposed phase. Furthermore, the improvements associated with certain phases may be best suited to the goals of a specific funding source, which may determine when that phase is constructed based on when that grant is available.

The identification of phases included a balance of logical starting and ending points along Main Street within a maximum budget of \$500-\$600,000 per phase. In addition to the phases described below, there are also costs for stand-alone improvements, such as crosswalks and gateway treatments

POTENTIAL FUNDING SOURCES

There are potential funding sources the Town of Farmington should pursue for additional funding to help offset the dollars needed by the Town for this project. These funding program and the amount of money allocated for each program changes year to year. Therefore, the Town should confirm availability each year. Also, most all of these grant programs are competitive, so the potential to be granted funding will vary year-to-year depending on the strength of applications from other communities. As of 2019, a list of potential funding sources for the improvements included in this project includes:

Local Transportation Capital Improvement Program (LOTICIP): CT DOT

Provides money to municipalities for transportation capital improvement projects. Eligible projects include reconstruction, pavement rehabilitation, sidewalks, and multi-use trails. All projects must be located on Federally eligible roadways (except for multi-use trails). Applications for LOTICIP must follow the CROG and CT DOT guidelines and rules.

Section 5310 Grant Program: Federal Transit Administration

Intended to improve mobility for seniors and individuals with disabilities. Eligible applicants are state and local governments, non-profit organizations, and transit districts.

Local Road Accident Reduction Program (LRARP): CT DOT

Provides funding for low-cost safety improvements to local roads.

Community Connectivity Program: CT DOT

Provides assistance for conducting Road Safety Audits of priority pedestrian and bicycle corridors and intersections, as well as funding for capital improvements that improve bicycle and pedestrian safety.

Safe Routes to Schools: USDOT

Promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

AARP grants for pedestrian improvements: Nonprofit

The [AARP Community Challenge](#) grant program is part of the nationwide [AARP Livable Communities](#) initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate

improvements and jump-start long-term progress in support of residents of all ages.

Town Aid Road Program: CT DOT

Under Section 13a-175a, towns and boroughs may use these grants for various purposes, including the construction, reconstruction, improvement or maintenance of highways, sections of highways, bridges or structures incidental to highways and bridges or the improvement thereof, including the plowing of snow, the sanding of icy pavements, the trimming and removal of trees, the installation, replacement and maintenance of traffic signs, signals and markings, and for traffic control and vehicular safety programs, traffic and parking planning and administration, and other purposes and programs related to highways, traffic and parking, and for the purposes of providing and operating essential public transportation services and related facilities.

Transportation Enhancement: CT DOT

The Transportation Enhancement Program is administered by the Connecticut Department of Transportation (CT DOT). Half of the annual allocation to Connecticut is used by CT DOT for projects of statewide significance and the other half is sub-allocated to the fifteen regional planning organizations based on population.

FAST Act Program: USDOT

The FAST Act is a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

PHASES

The Farmington Village Center streetscape improvements are split into six phases as described on the following pages:



FARMINGTON VILLAGE CENTER



STREETScape MASTER PLAN

PREPARED FOR:
TOWN OF FARMINGTON

