

Minutes are considered "DRAFT" until approved by committee at next meeting.

Minutes  
Farmington Village Center Committee  
June 13, 2019  
Town Hall Council Chambers  
6:00 PM

**Present**

Bruce Charette  
Brian Connolly  
Betty Coykendall  
Liz Sanford  
Nancy Nickerson  
Ruth Grobe  
Michael Gurski  
Kevin Ray  
John Renehan

**Staff**

Rose Ponte  
Kathy Blonski  
Anna Savastano

**A. Call to Order.**

The Chair called the meeting to order at 6:07 PM.

**B. Public Comment.**

None.

**C. Reading of the Minutes.**

- 1) To approve the May 9, 2019 minutes. **(Attachment A)**  
Upon a motion made and seconded (Nickerson/Grobe) it was unanimously VOTED: to approve the May 9, 2019 minutes.

**D. Presentation of Final Report by BSC Group.**

Town Manager, Kathy Blonski, explained the process to date and the next steps for BSC Group's Streetscape Master Plan. After the FVCC accepts the report, it will be sent to the Town Council to take action. Jef Fasser from BSC Group presented the Streetscape Master Plan (Attachment 1) The report included recommendations for streetscape improvements and a phasing plan for implementation. The approximate cost for the entire plan \$3.2 million, with the majority of the cost being concrete sidewalks installed on both sides of Main Street.

The Committee had a lengthy discussion on BSC's recommended phasing plan. Although the Committee agreed with the phasing, they did not agree with the order of the phasing. They requested BSC Group modify their Final Plan to remove the order of the proposed phases. This will give Town Council discretion to decide when to implement each phase based on their priorities and any possible grant funding that may become available.

The Final Report was very well received by the Committee, who agreed with many of BSC Group's suggestions, including the various gateway and signage options.

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- E. To accept and recommend BSC Group's Final Report to the Town Council.**  
Upon a motion and seconded (Ray/Connolly) it was unanimously voted to accept BSC Group's Streetscape Master Plan with the changes to the order of the phasing plan, and other modifications that were mentioned at the meeting.
- F. Update on Parsons Property acquisition.**  
Kathy Blonski gave an update on Parsons Property Acquisition. The Conveyance Bill that the Town had requested from the legislature was approved and is currently sitting on the Governor's desk to be signed. Town Staff will be meeting with a Licensed Environmental Professional to better understand the environmental conditions with the site, and then meet with DOT to begin negotiations.
- G. Update from the Route 4 Triangle Island Sub-Committee.**  
At the meeting, Ann Mullen representing the Farmington Garden Club gave an update on the club's landscaping plan. (Attachment 2) She presented a sketch of the landscape design. Their plan adds a variety of trees and shrubs that are sturdy and do not need to be watered frequently. These plants will also provide fragrance for anyone passing by and camouflaging of the posts and wires on the island. Some members of the Committee asked if it was possible to have native plants added to the plan. Ann Mullen explained that native species are not hardy enough for the median, due to the drought issues and snow in the winter.  
The Town Manager asked if the Farmington Garden Club would be willing to do a planting plan for the Route 4 Medians. Ann Mullen expressed that she would take the request back to the Garden Club. The Committee thanked Anne Mullen and the entire Garden Club for their hard work on this design.  
Staff will be developing an implementation plan for the landscape design.
- H. Update on the Walking Tour Sub-Committee.**  
Members of the Walking Tour Sub-Committee provided an update on their specific assignments. Kathy presented the map that Town Staff created and updates on the recreational points of interest. Betty Coykendall gave an update on the historical and cultural points of interest.
- I. To approve the upcoming meeting schedule (Please bring your calendars.)**  
The Town Council will be considering BSC Group's Streetscape Master Plan at the July 9, 2019 Town Council Meeting. Kathy encouraged all Farmington Village Center Committee members to attend that meeting.  
  
The Committee agreed that they would not meet again until September. Town Staff will send an email out to coordinate the next meeting schedule.
- J. Public Comment.**  
Holly Holden, 130 Main Street, commended the Committee for their work developing improvements to the Village. She also had a concern regarding how this plan might affect the pull up area in front of her house that was granted by the Town. She would like that area to remain intact.  
  
Lavelle Thompson, 4 High Street, expressed that she was worried about the recommended gateways in BSC Group's final report. She felt that the stone used was too "significant" for the area and would not match the existing colonial features.

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Jay Tulin, 39 Timberland Drive, asked if the Committee will allow the members of the public to give feedback on BSC's plan and prioritization of the phases. The Committee said they were planning on presenting the plan at the July 9, 2019 Town Council meeting. During that meeting, the public will have opportunity to give their feedback.

**K. Adjournment.**

L. The meeting was adjourned at 7:40 p.m. (Ray/Coykendall)

cc: Committee Members  
Paula Ray, Town Clerk

Respectfully Submitted,

A handwritten signature in black ink that reads "Anna Savastano". The signature is written in a cursive, flowing style.

Anna Savastano

Minutes are considered "DRAFT" until approved by committee at next meeting.

MOTION:

Agenda Item D

Presentation of Final Report by BSC Group.

NOTE: BSC Group will present their final report to the committee. It is anticipated that the report will be emailed to committee members by Tuesday, June 11, 2019.

Minutes are considered "DRAFT" until approved by committee at next meeting.

MOTION:

Agenda Item E

To accept and recommend BSC Group's Final Report to the Town Council.

NOTE: I am recommending that BSC present their final report to the Town Council for acceptance at the regular July 9, 2019 Town Council meeting. It is our intent to publicize the Report and encourage public participation at the meeting.

This completes this Quality of Life Recommendation portion of the Committee's charge.

Below is the relevant section of the Farmington Village Center Committee Charge:

*And,  
The Committee will recommend quality of life enhancements (sidewalks, street trees, landscaping, street furniture, historic markers, way finding signage and universal design improvements) for the Farmington Village Center Study area.*

*And,  
To complete the various aspects of this charge the Committee will frequently conduct public participation/community outreach to ensure that the community is engaged in the process.*

*And,  
Based on the community outreach the Committee is encouraged to propose other recommendations to the Town Council or Town Plan and Zoning Commission for the Farmington Study area based on information gathered.*

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MOTION:

Agenda Item F

Update on Parsons Property acquisition.

NOTE: The Town Manager will provide an update on the status of Parsons Property.

/Attachment

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MOTION:

Agenda Item G

Update from the Route 4 Triangle Island Sub-Committee.

NOTE: An update will be provided at the meeting.

Minutes are considered "DRAFT" until approved by committee at next meeting.

MOTION:

Agenda Item H

Update on the Walking Tour Sub-Committee.

NOTE: Members of the Walking Tour Sub-Committee will provide an update on their specific assignments.

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MOTION:

Agenda Item I

To approve the upcoming meeting schedule. (Please bring your calendars.)

NOTE: July 9, 2019 – Town Council Meeting to review BSC Group's final report on Quality of Life recommendations.

# 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.

*Maud*

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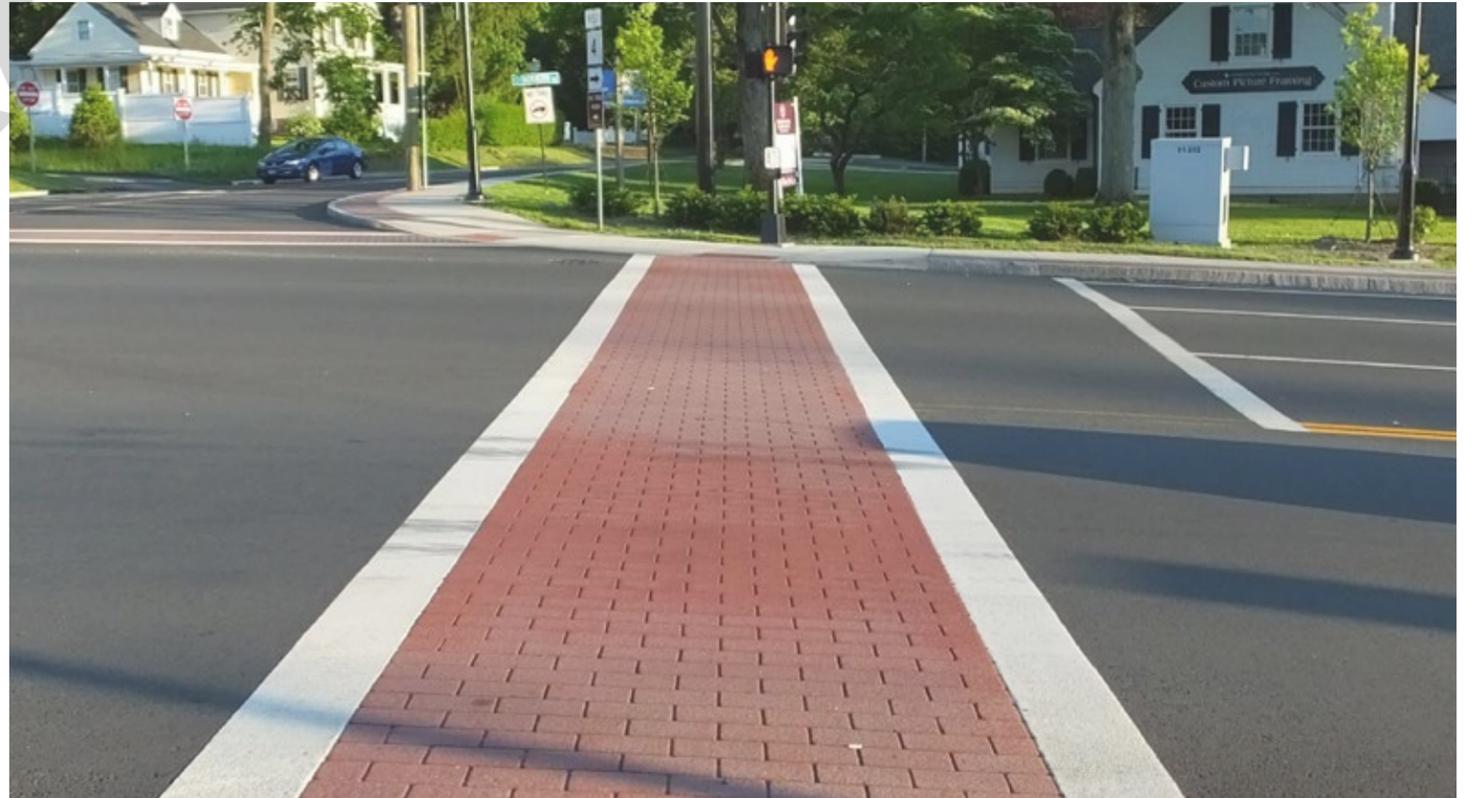
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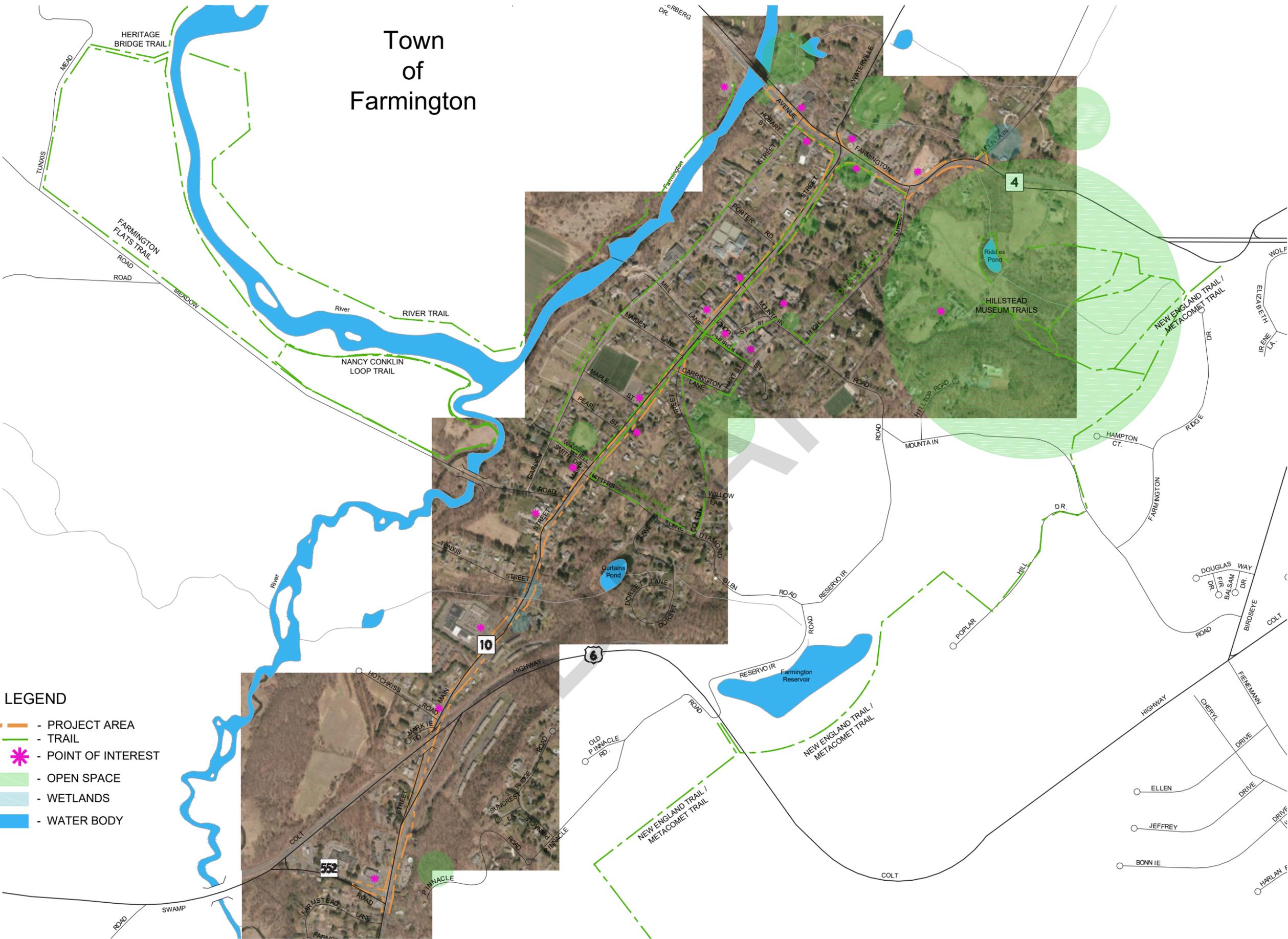
# EXECUTIVE SUMMARY

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.

# Town of Farmington



## LEGEND

- - - - PROJECT AREA
- - - - TRAIL
- \* - POINT OF INTEREST
- OPEN SPACE
- WETLANDS
- WATER BODY

# 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 develop the Farmington Center Study. In 2017, the final 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. 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 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 hired to work with town officials, the Farmington Village Center Committee, and community stakeholders to develop a viable strategy that builds upon past work, defines a 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 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 character enhance 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 the project. The Town strives to utilize the Universal Design methods and standards to provide sidewalk 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 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.

### CROSSWALK

Crosswalks 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.

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# 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**

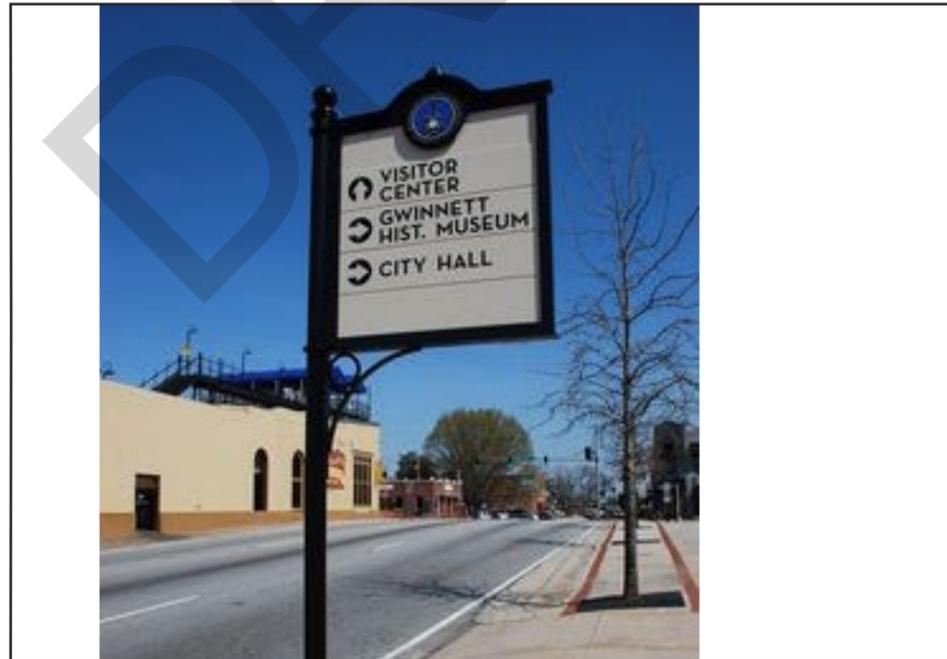
- Minimum allowable three foot width sidewalk set within lawn area.

# PRIORITIES, PREFERENCES AND RECOMMENDATIONS

## LIGHTING



## SIGNS



## Introduction

The following streetscape components were selected based on the feedback received from the March 21 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.

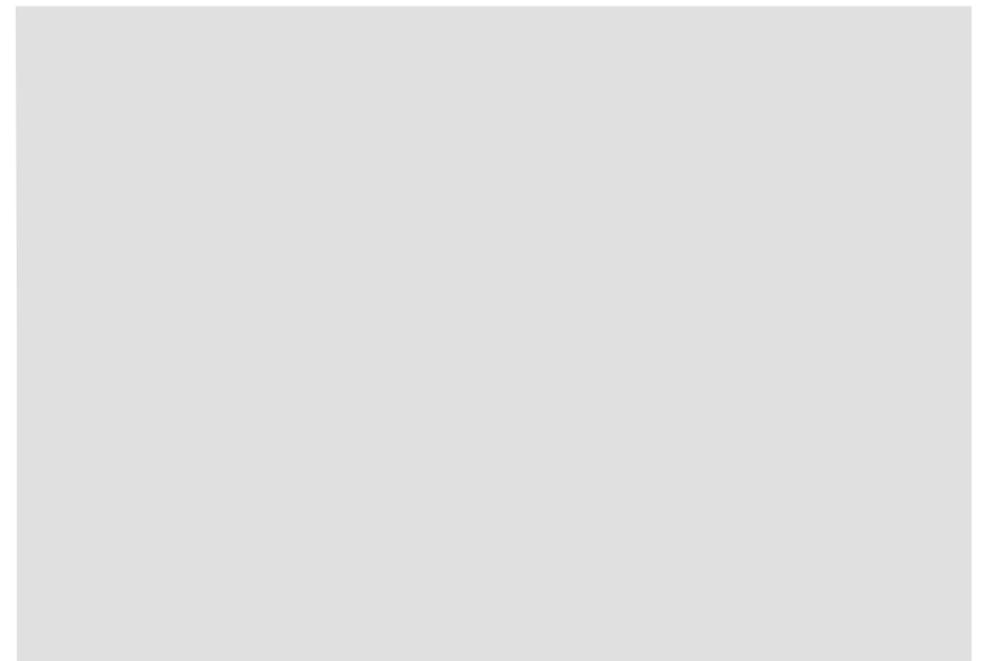
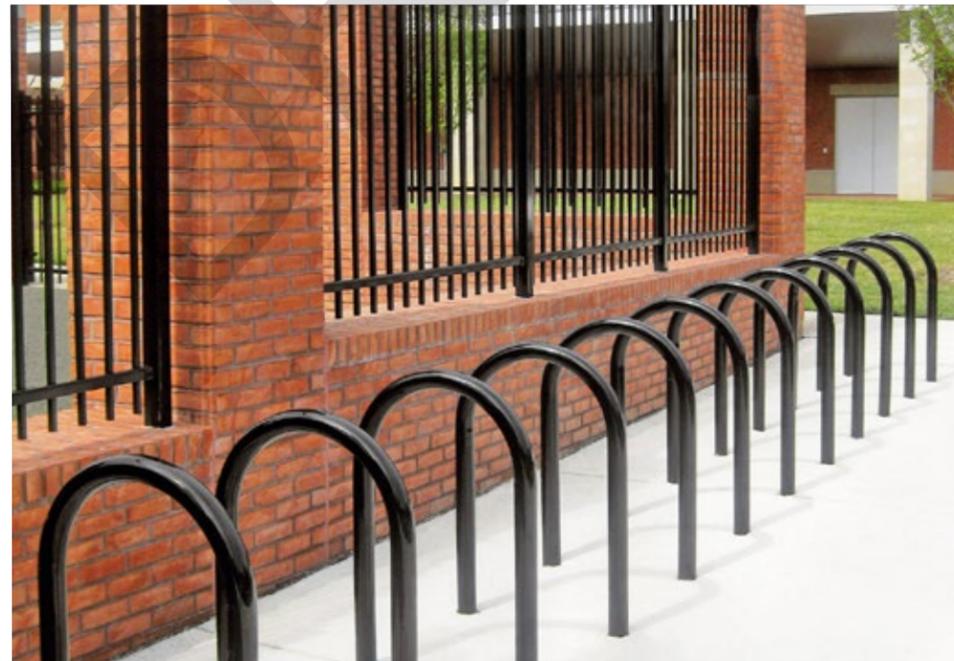
## SIGNAGE

- Signage, reflective of the town's New England village history and character. It will be utilized throughout Farmington.
- Signage shall be simple and consistent with existing signage in the Farmington Village study area.
- 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. A similar bench should be used as the bench used in the Unionville Center.

### BICYCLE RACKS

Simple metal bike racks provide cyclist amenity with a quite aesthetic.

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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



## 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 provide greater screening opportunities and are corridor defining.
- Flowering trees provide welcome seasonal interest and beauty. Species selection can reinforce the historic New England Farmington Village Center narrative.

## POSSIBLE STREET TREES

Ginkgo (Male)

Tilia americana 'Greenspire'

Zelkova

Acer rubrum

Cladrastis kentukea

Nyssa sylvatica

Amelachier

Carpinus caroliniana

Cornus kousa

Amur maackia

Malus

Oxydendrum arboretum

## MEDIAN PLANTINGS

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

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 provide potential traffic calming and wayfinding opportunities.
- Streetscape elements can relate to seasonal events and create storytelling and educational opportunities.
- 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.

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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.

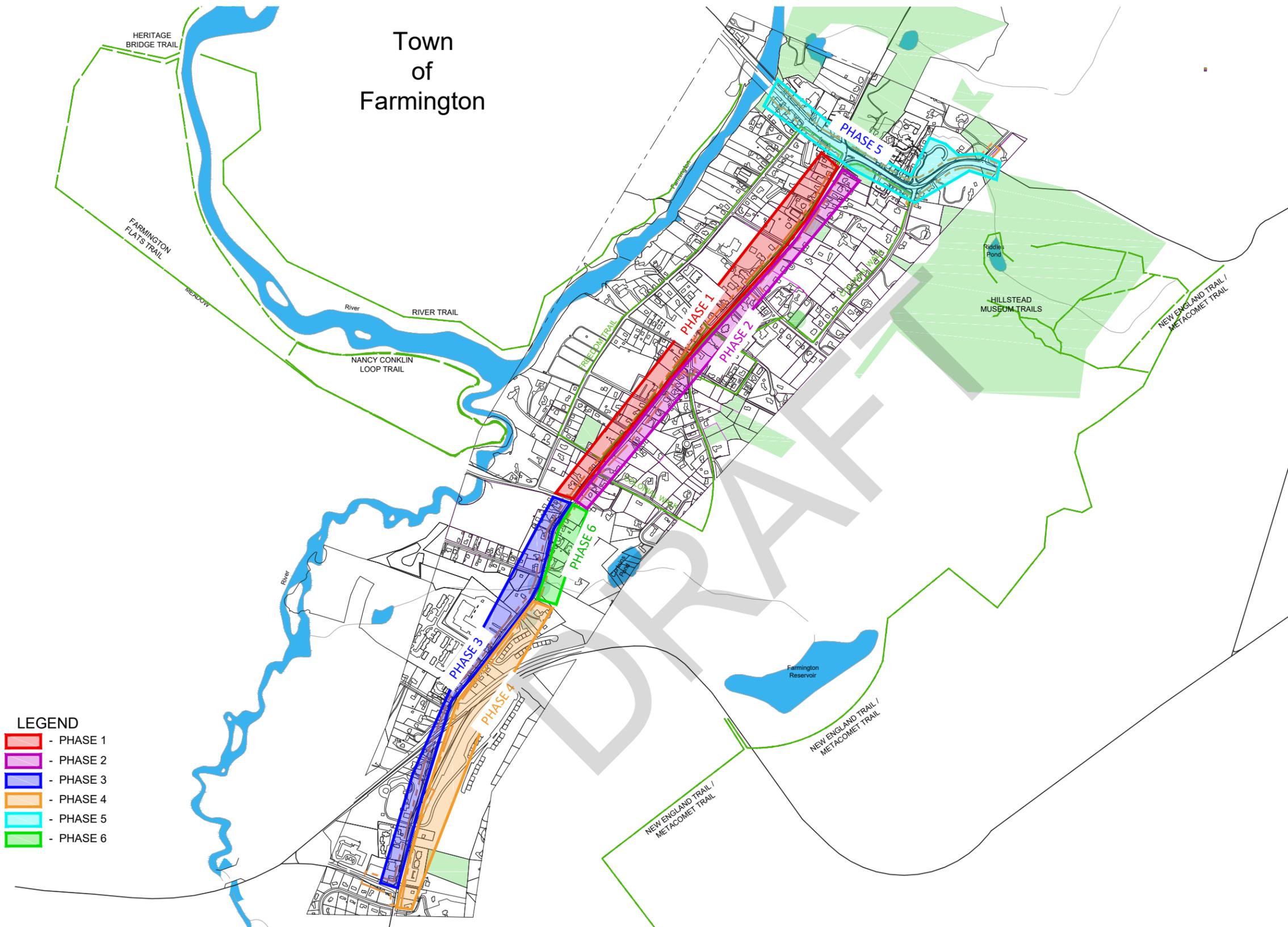
Gateway treatments at these primary locations should include a welcome sign of the same style, and should incorporate elements that build off of the historic New England village character of the town, such as a low brownstone wall with the sign on top, or columns built of brick or brownstone with the 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

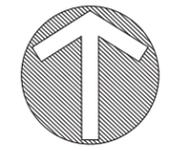
Secondary gateways are located closer to the Farmington Village study area after travelers have already passed signs welcoming them to Farmington. These locations could be on the Route 6 bridge where it passes over Main Street, the intersection of Route 4 and Mountain Spring Road, and Route 4 at High 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.

# 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

# 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 that prioritize replacing sections of sidewalks in most need of repair, adding new sidewalks where none currently exist, and including street trees, lighting and site furnishings in each of these sections as appropriate.

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

## PHASES

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

**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 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 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
<b>Section Cost</b>				<b>\$571,625.00</b>

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
<b>Section Cost</b>				<b>\$586,828.13</b>

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
<b>Section Cost</b>				<b>\$592,250.00</b>

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
<b>Section Cost</b>				<b>\$384,687.50</b>

**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
			<b>Section Cost</b>	<b>\$374,468.75</b>

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
			<b>Section Cost</b>	<b>\$537,500.00</b>

**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
			<b>Section Cost</b>	<b>\$36,093.75</b>

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
			<b>Section Cost</b>	<b>\$26,812.50</b>

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
			<b>Section Cost</b>	<b>\$39,500.00</b>



# 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.

DRAFT

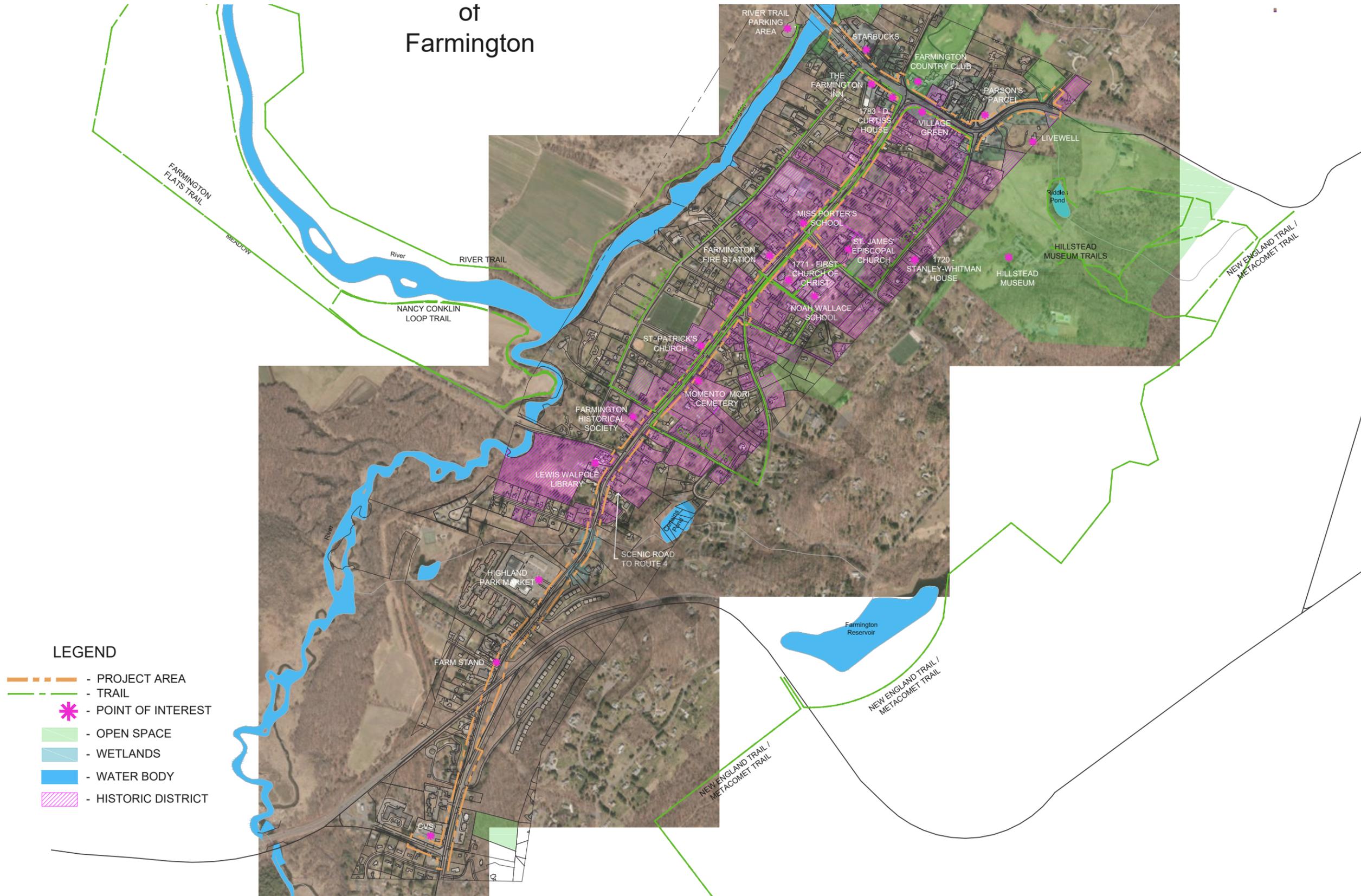
DRAFT



# APPENDIX

DRAFT

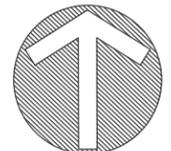
# of Farmington



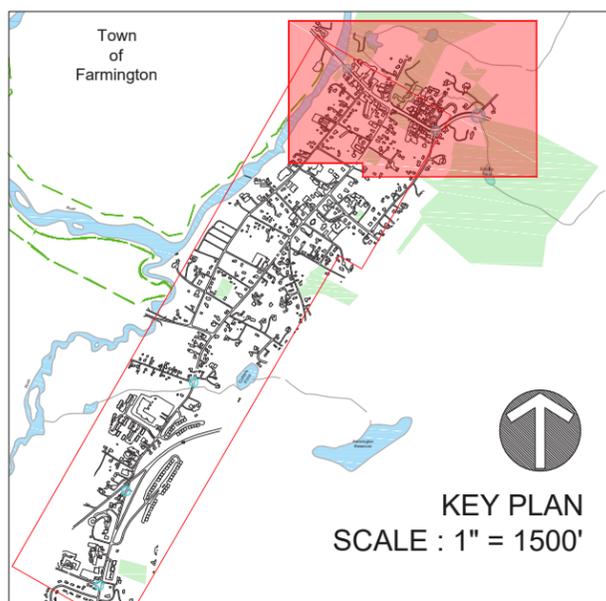
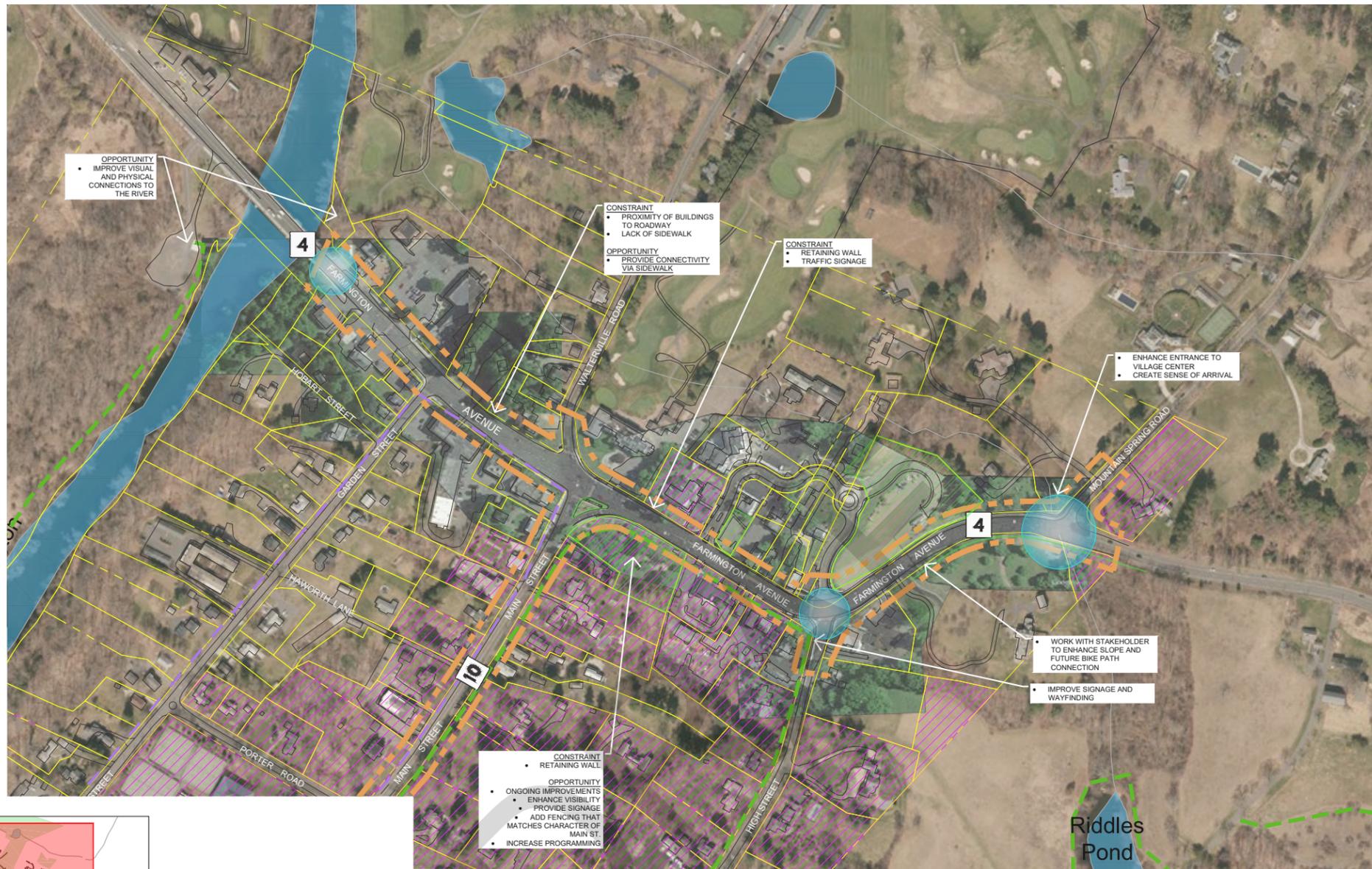
## LEGEND

- - - - PROJECT AREA
- - - - TRAIL
- \* - POINT OF INTEREST
- OPEN SPACE
- WETLANDS
- WATER BODY
- HISTORIC DISTRICT

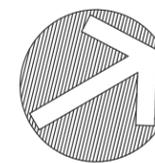
CONTEXT MAP



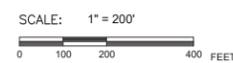
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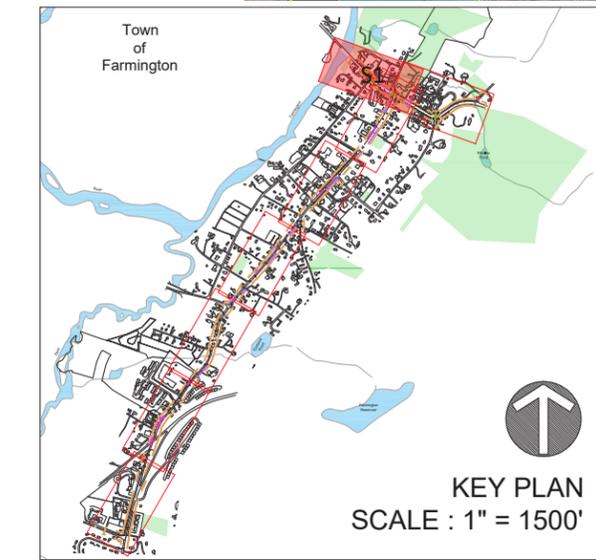
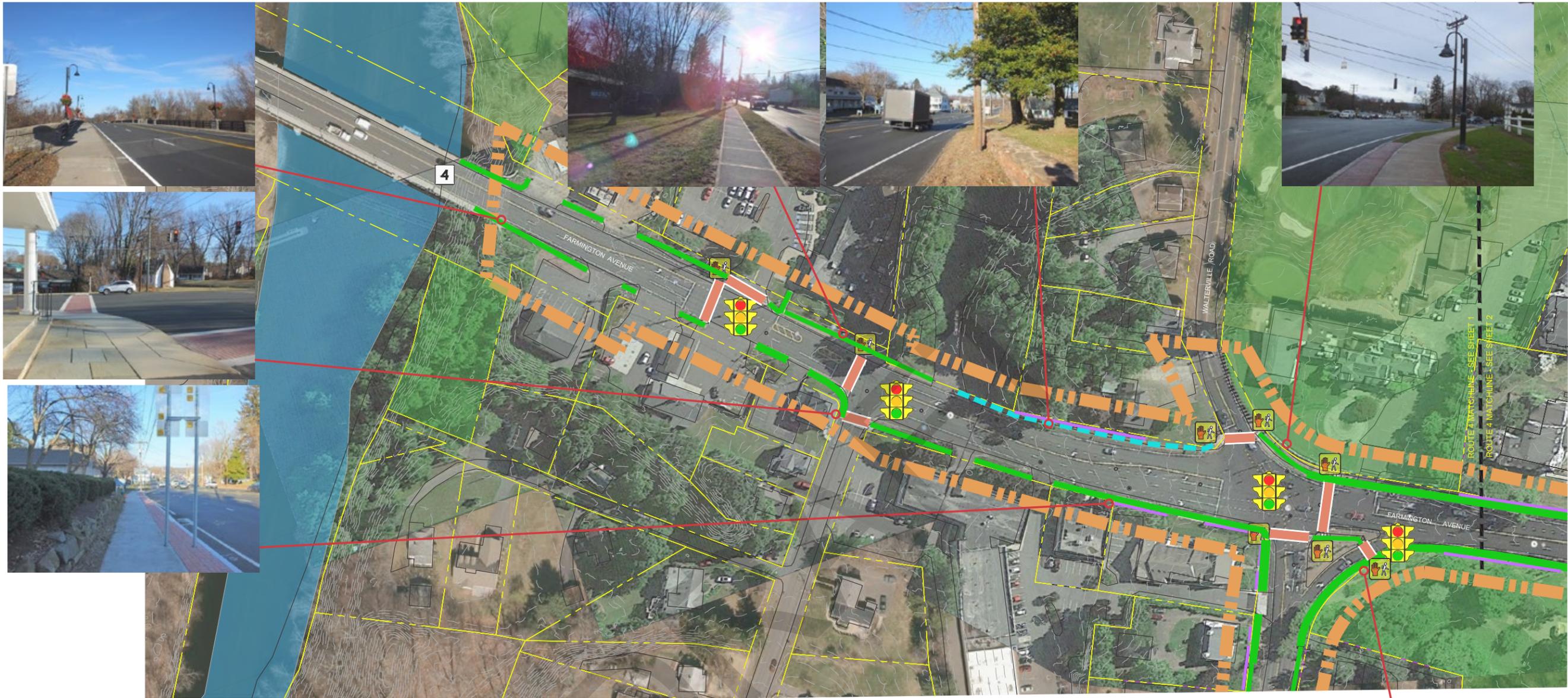


## OPPORTUNITIES & CONSTRAINTS - ROUTE 4



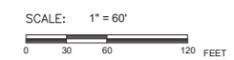
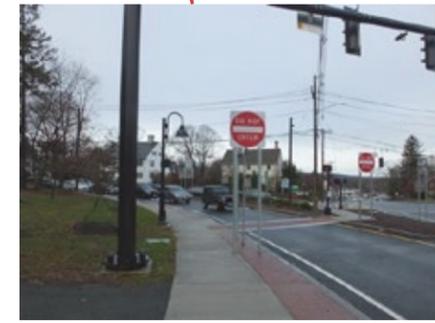
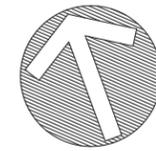
- LEGEND**
- PROPERTY LINE
  - PROJECT AREA
  - FREEDOM TRAIL
  - COLONIAL TRAIL
  - HISTORIC DISTRICT
  - OPEN SPACE
  - FUTURE PROJECT
  - POSSIBLE GATEWAY



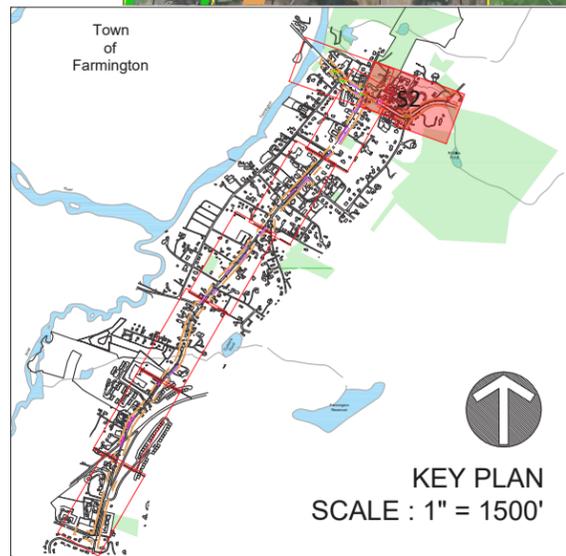


- LEGEND**
- PROJECT AREA
  - TOWN PARCELS
  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- 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 4 - SHEET 1**

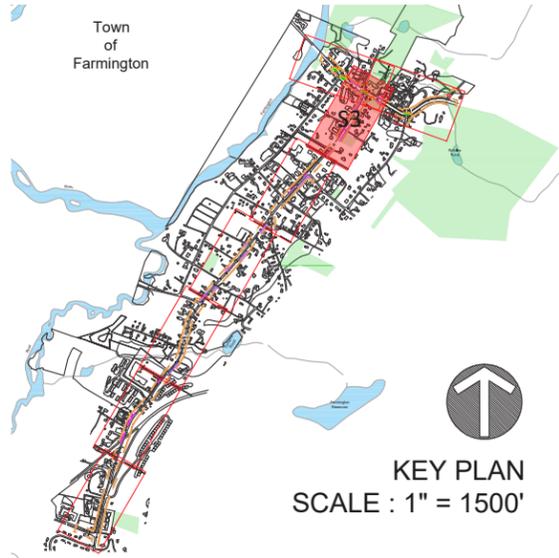
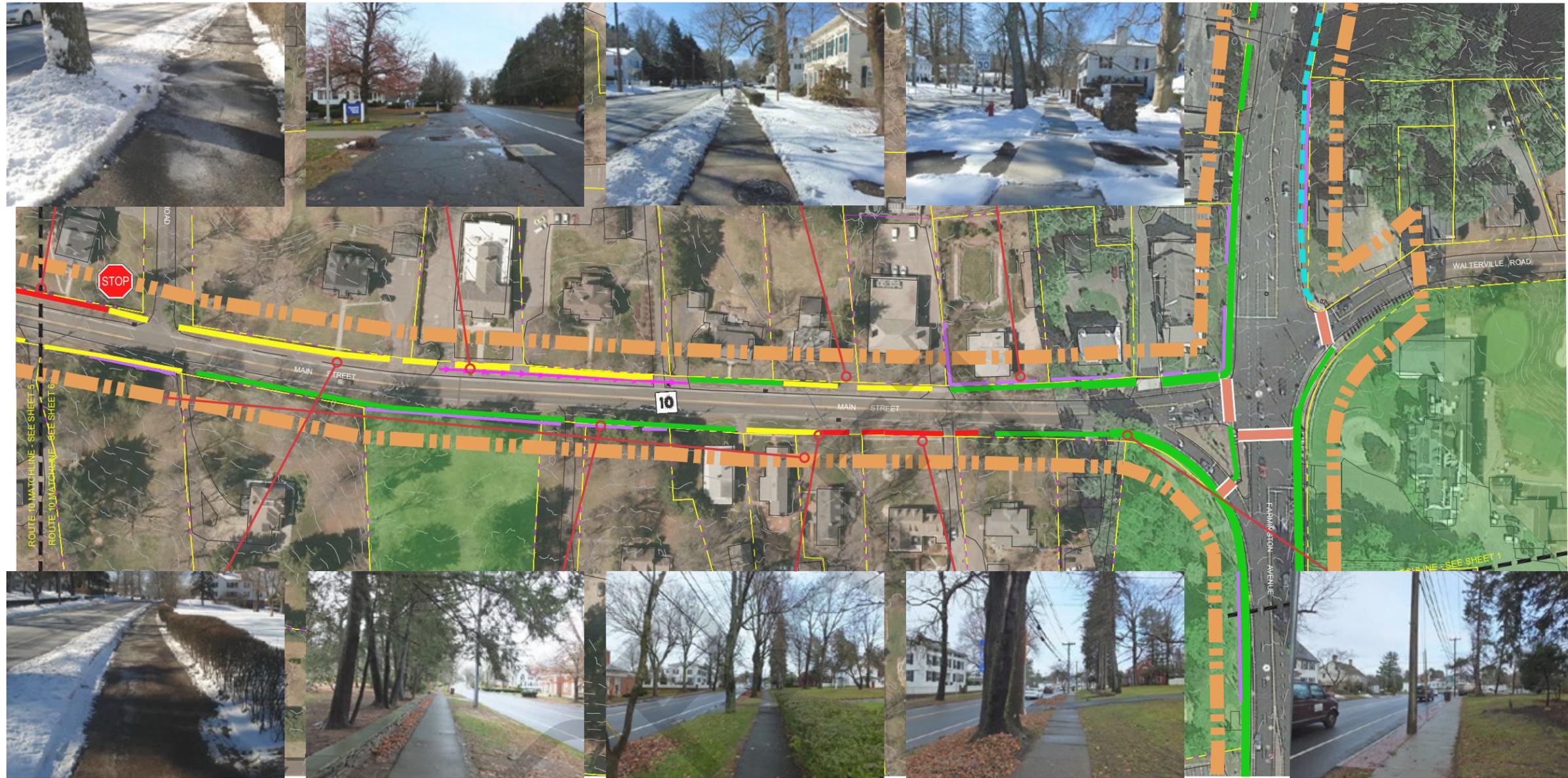


- LEGEND**
- PROJECT AREA
  - TOWN PARCELS
  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

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  - PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

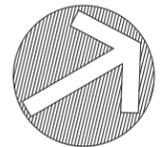
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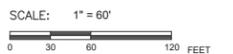


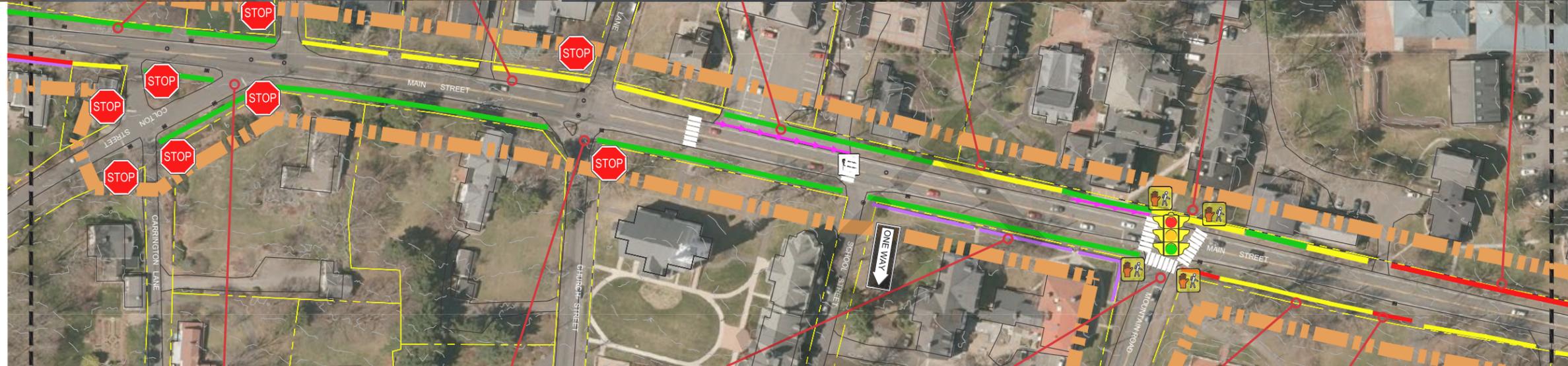
- LEGEND**
- PROJECT AREA
  - TOWN PARCELS
  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
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  - FAIR CONDITION  
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  - PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

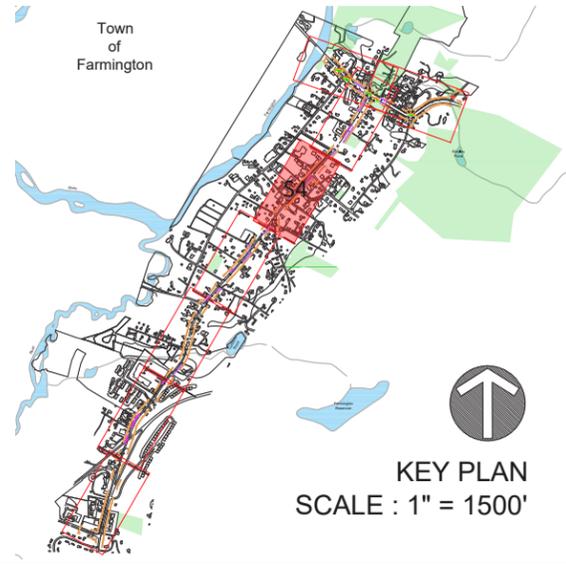


**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 3**



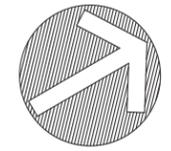


ROUTE 10 MATCHLINE - SEE SHEET 5  
 ROUTE 10 MATCHLINE - SEE SHEET 6



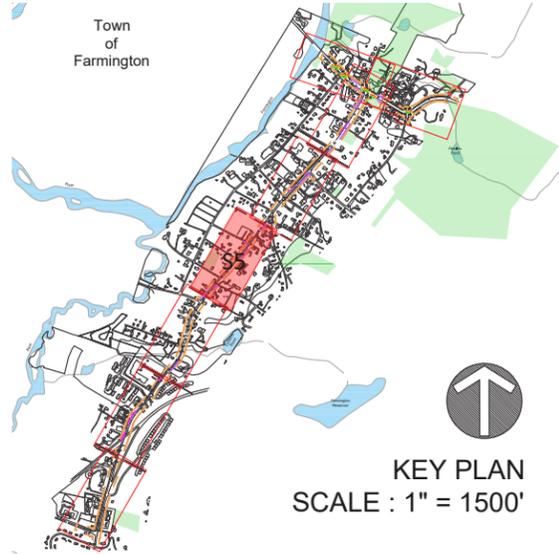
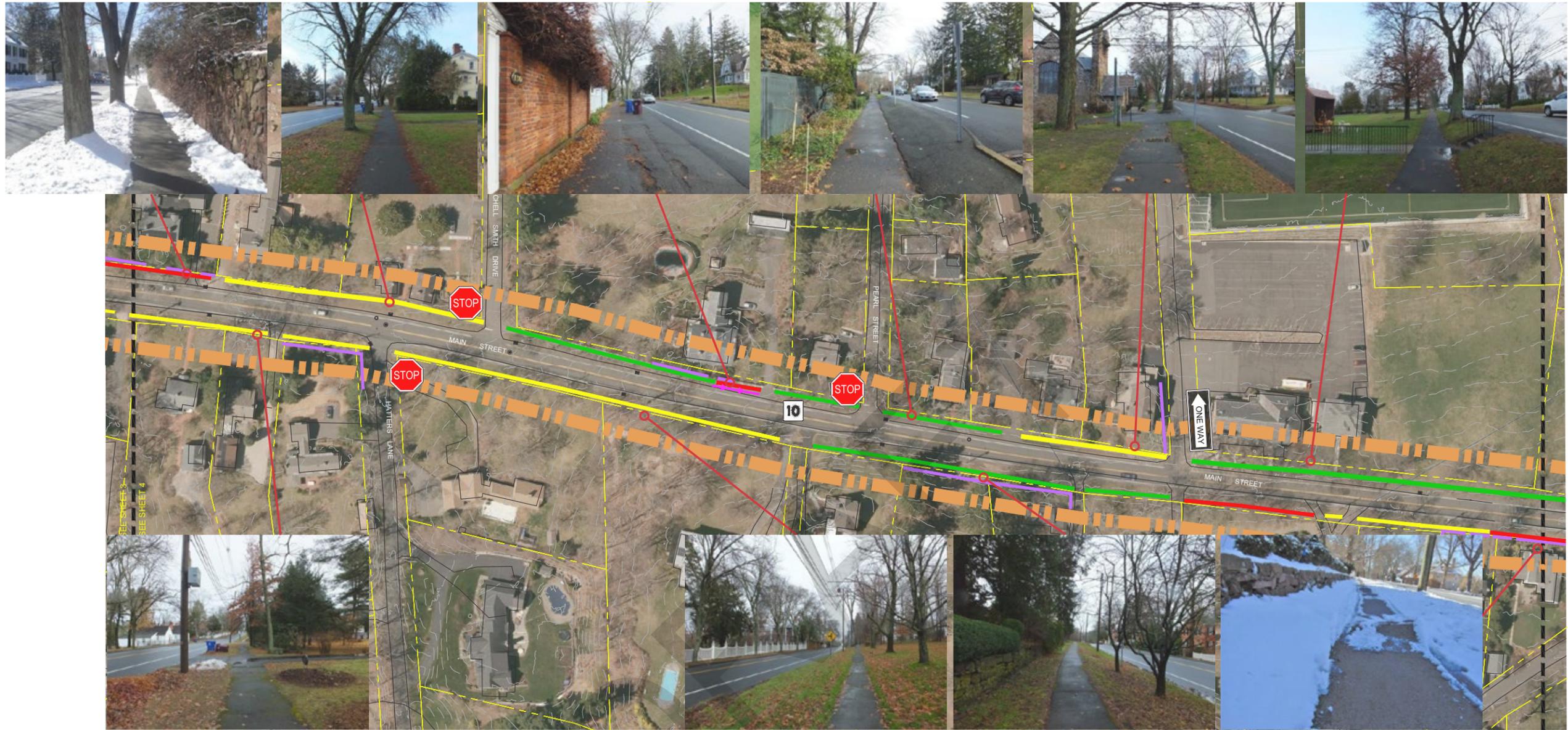
- LEGEND**
- PROJECT AREA
  - TOWN PARCELS
  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
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  - POOR CONDITION  
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  - PEDESTRIAN HAZARD AREA  
 NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



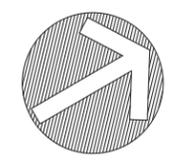
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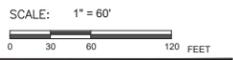


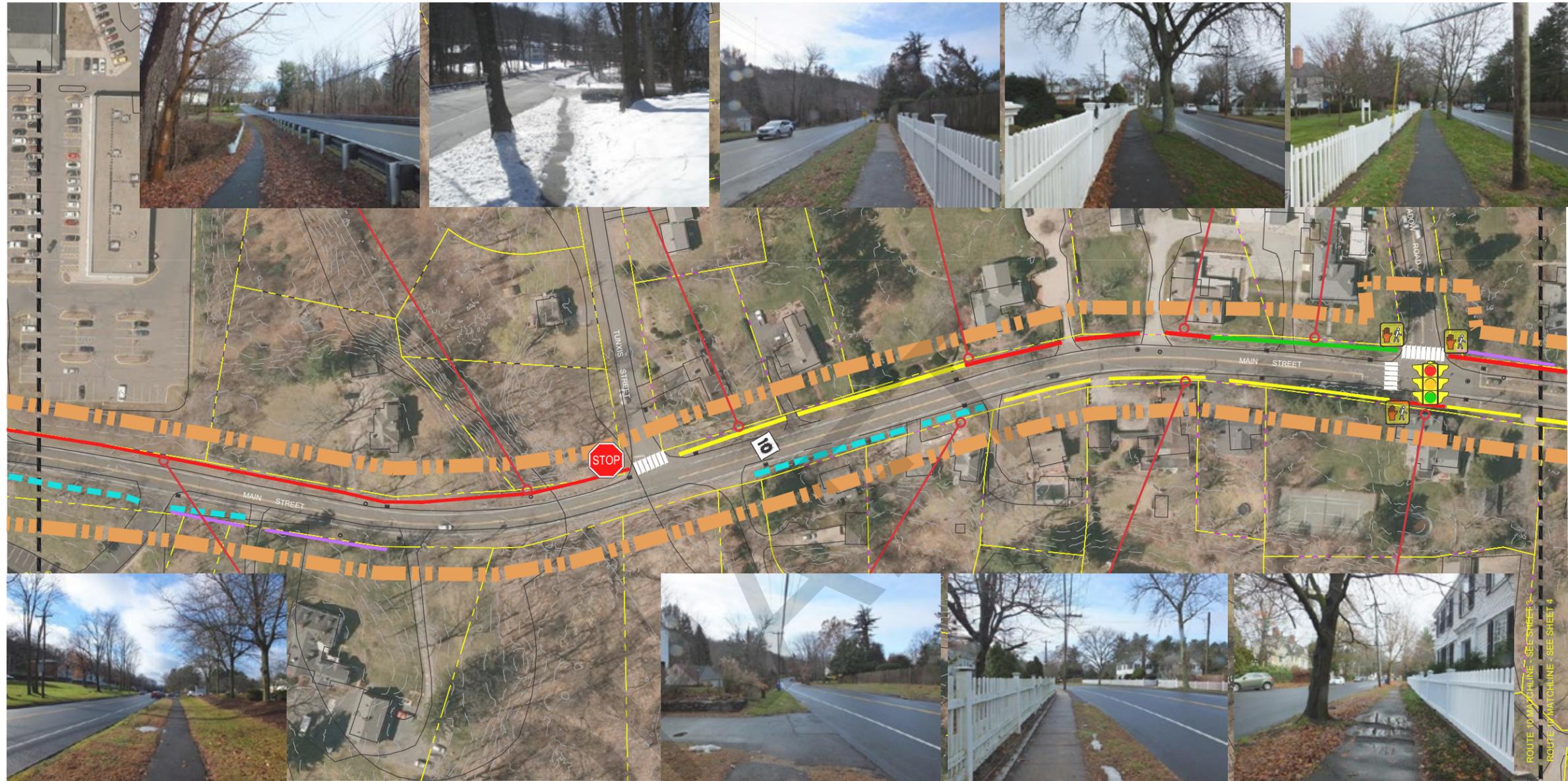
- LEGEND**
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  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
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SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
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  - PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

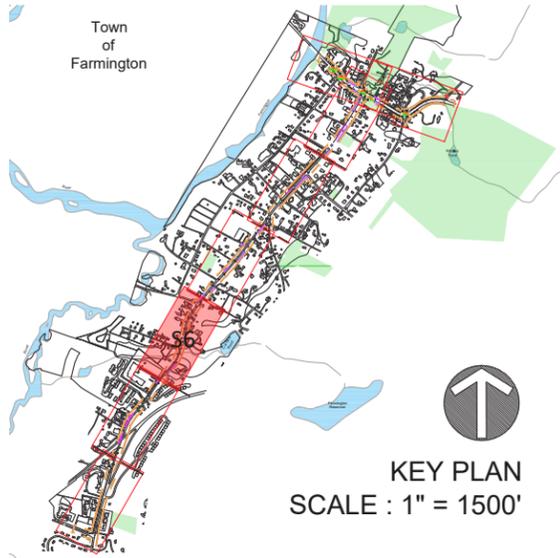


**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 5**





ROUTE 10 MAINLINE - SEE SHEET 3  
 ROUTE 10 MAINLINE - SEE SHEET 4

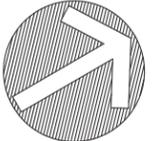


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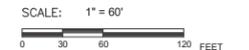
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- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

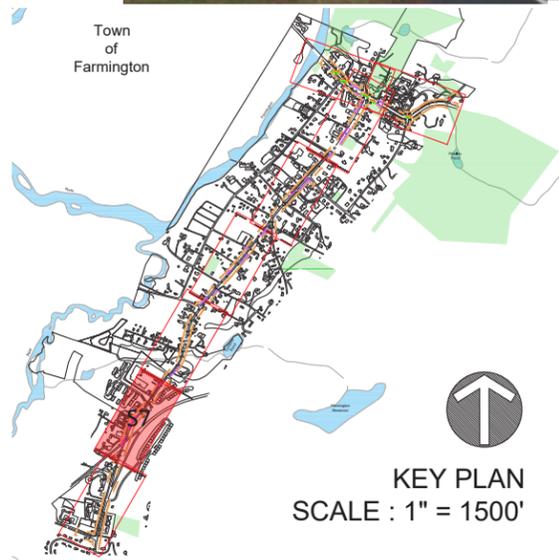
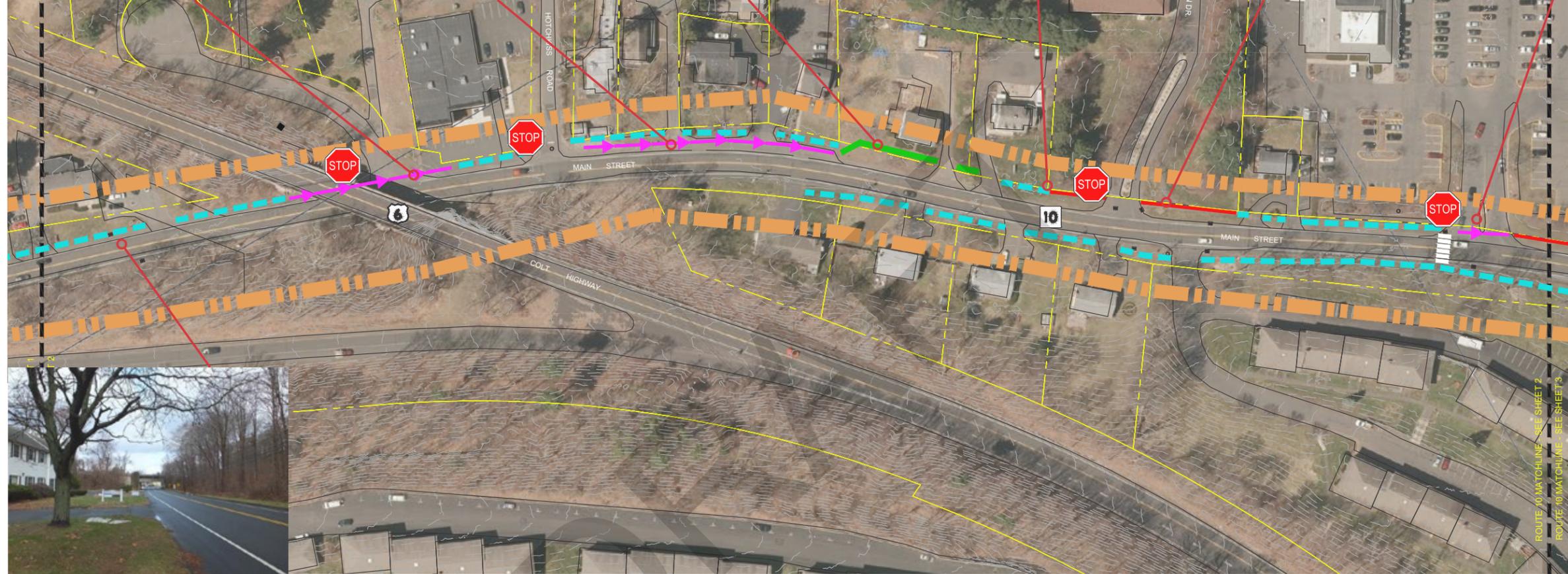
**SIDEWALK CONDITIONS LEGEND**

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 WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
 SURFACE IS GENERALLY FLAT WITH SOME CRACKS,  
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 SURFACE IS DETERIORATED WITH CRACKS OR HEAVING,  
 SURFACE IS PROHIBITIVE OF ADA ACCESS
- MISSING SIDEWALK  
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 NO SEPARATION OR POTENTIAL CONFLICT BETWEEN  
 PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 6**



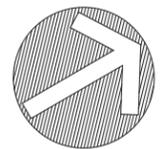


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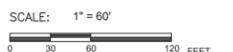
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- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

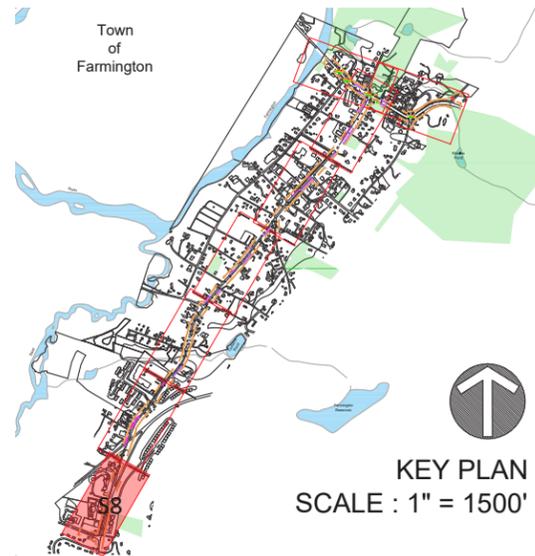
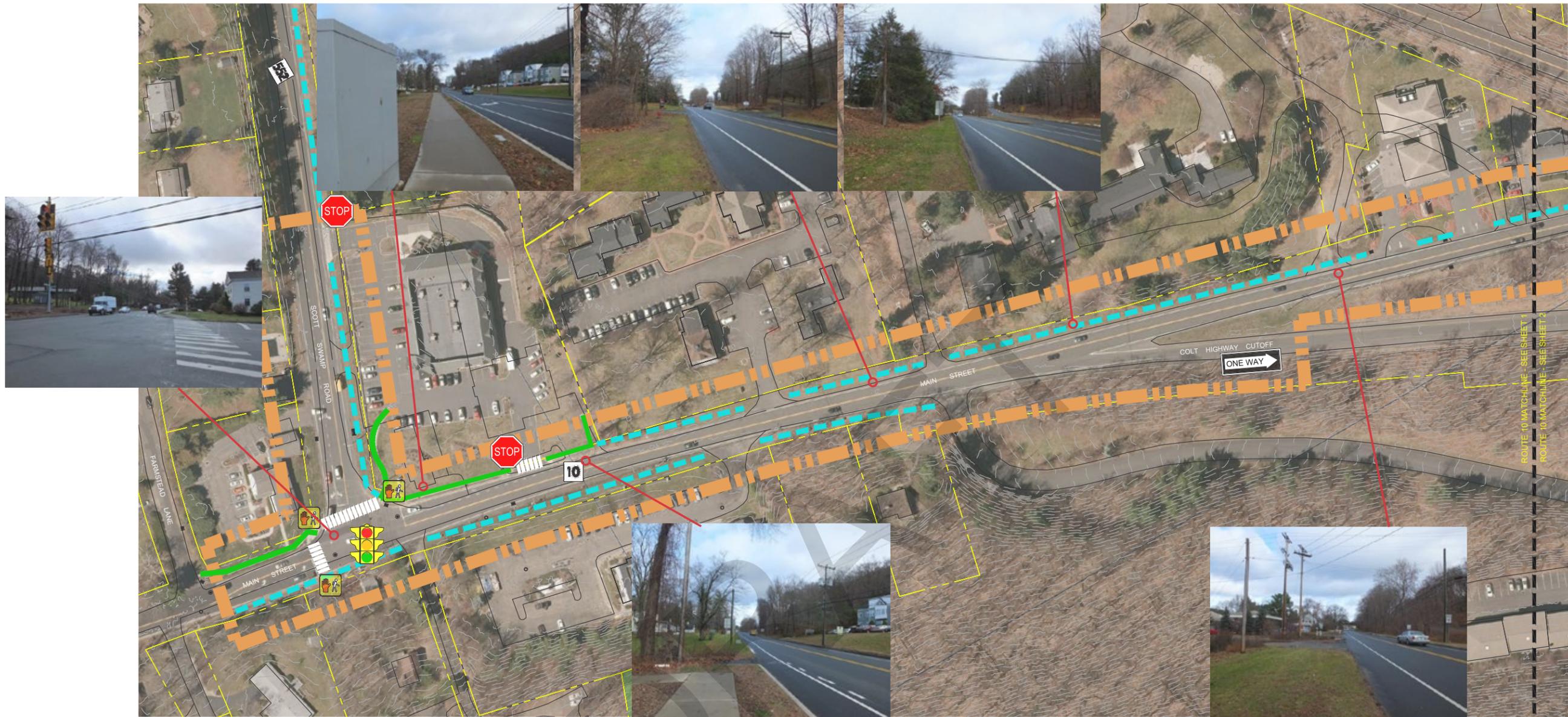
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- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
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NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 7**



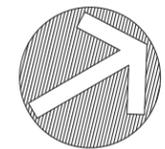


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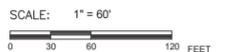
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- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

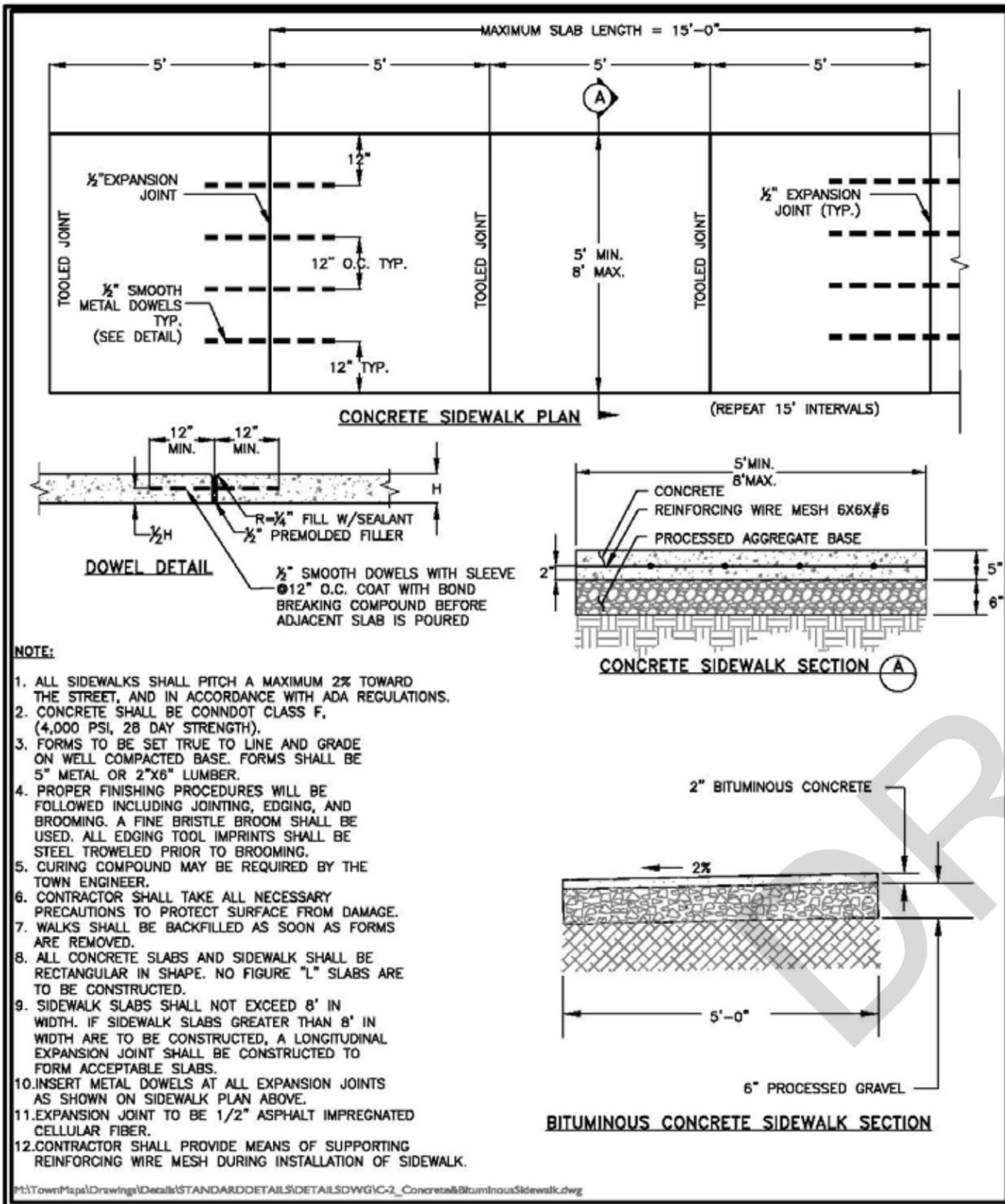
**SIDEWALK CONDITIONS LEGEND**

- 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  
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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



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 8**





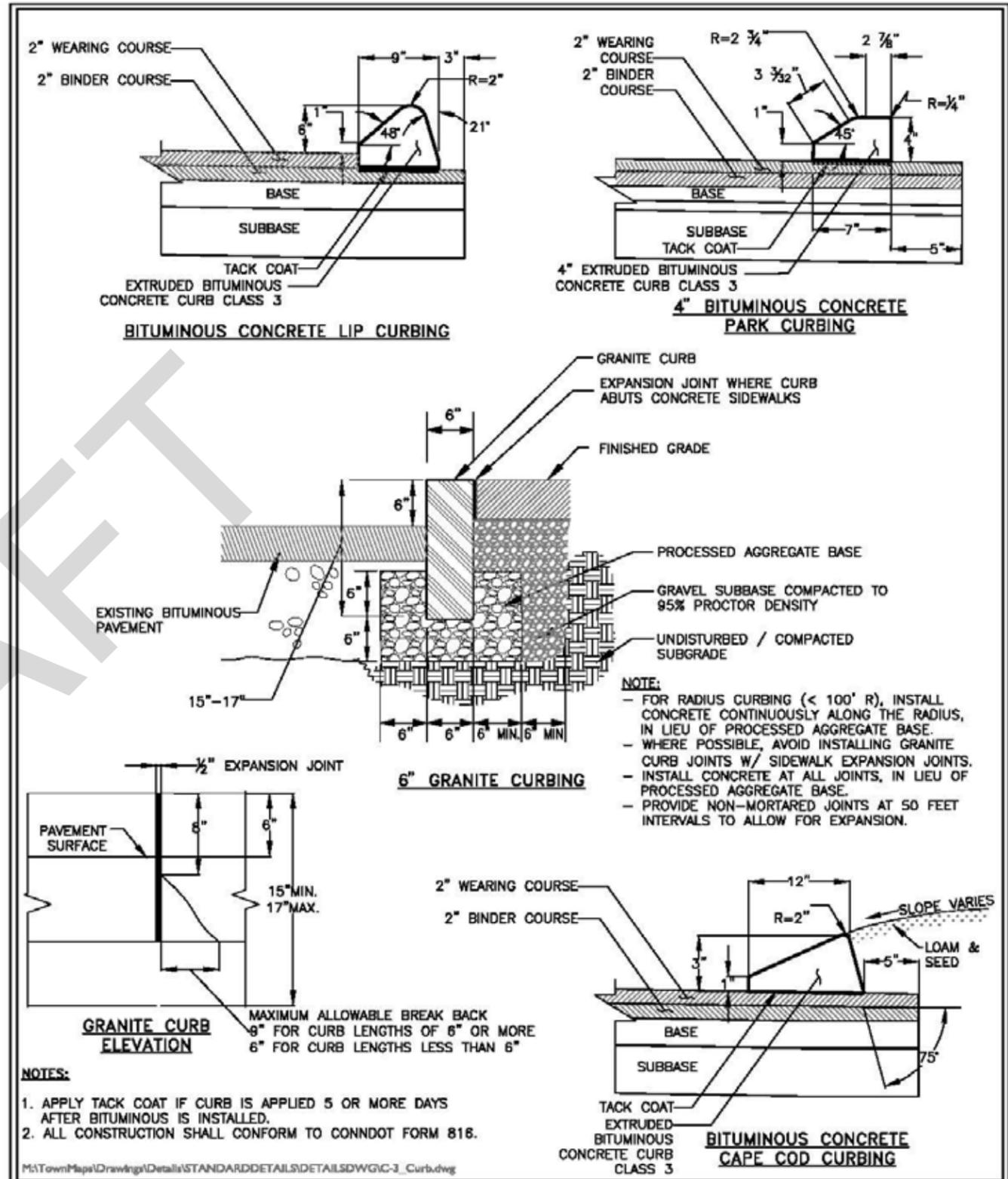
1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032					
DR. BY NO.	DATE	DESCRIPTION	DR. BY NO.	DATE	DESCRIPTION
FLY.	02.04.10				
	04.03.13				
PHONE: (860)675-3305 FAX: (860)675-3319 WEB: WWW.FARMINGTON-CT.ORG					

**TOWN OF FARMINGTON**  
 ESTABLISHED 1790  
 ENGINEERING DIVISION  
 DEPARTMENT OF PUBLIC WORKS

**CONCRETE & BITUMINOUS SIDEWALK DETAIL**

SHEET NO: C-2  
 HOR. SCALE: N.T.S.  
 VER. SCALE: N/A

DESIGN BY: B.C.M.B.  
 CHECKED BY: R.M.A.  
 DATE: 02.04.10



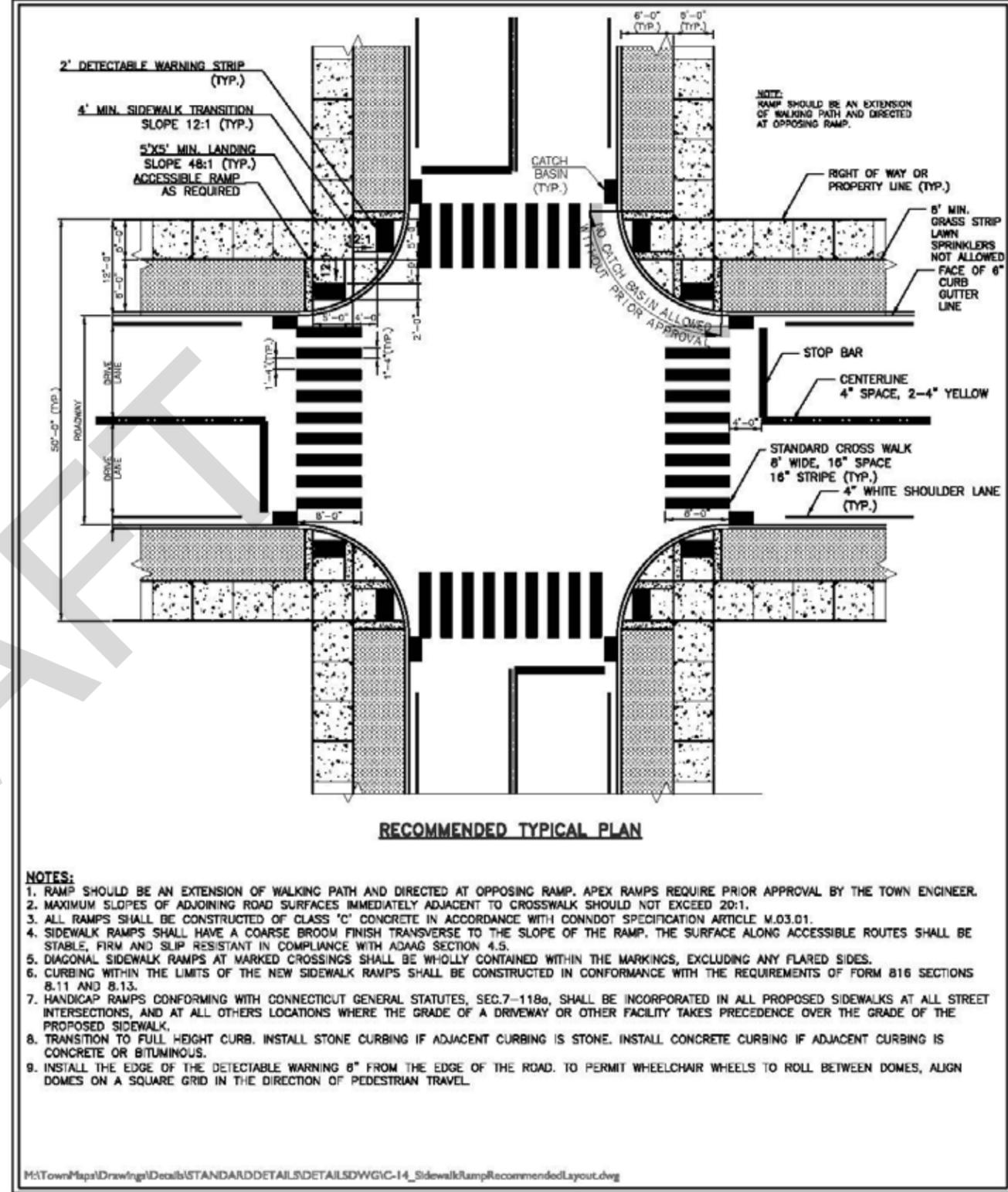
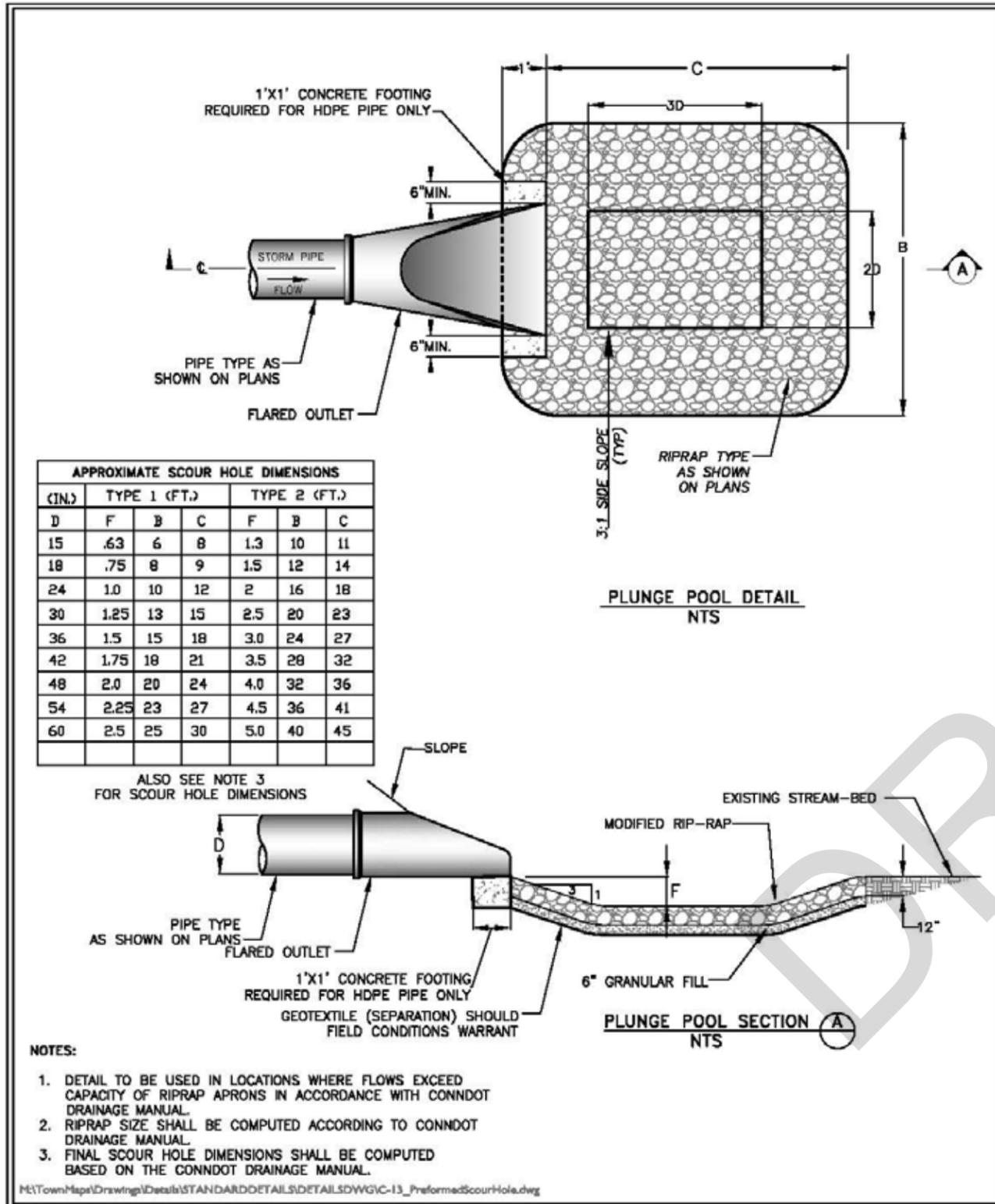
1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032					
DR. BY NO.	DATE	DESCRIPTION	DR. BY NO.	DATE	DESCRIPTION
FLY.	04.03.13				
PHONE: (860)675-3305 FAX: (860)675-3319 WEB: WWW.FARMINGTON-CT.ORG					

**TOWN OF FARMINGTON**  
 ESTABLISHED 1790  
 ENGINEERING DIVISION  
 DEPARTMENT OF PUBLIC WORKS

**CURB DETAILS**

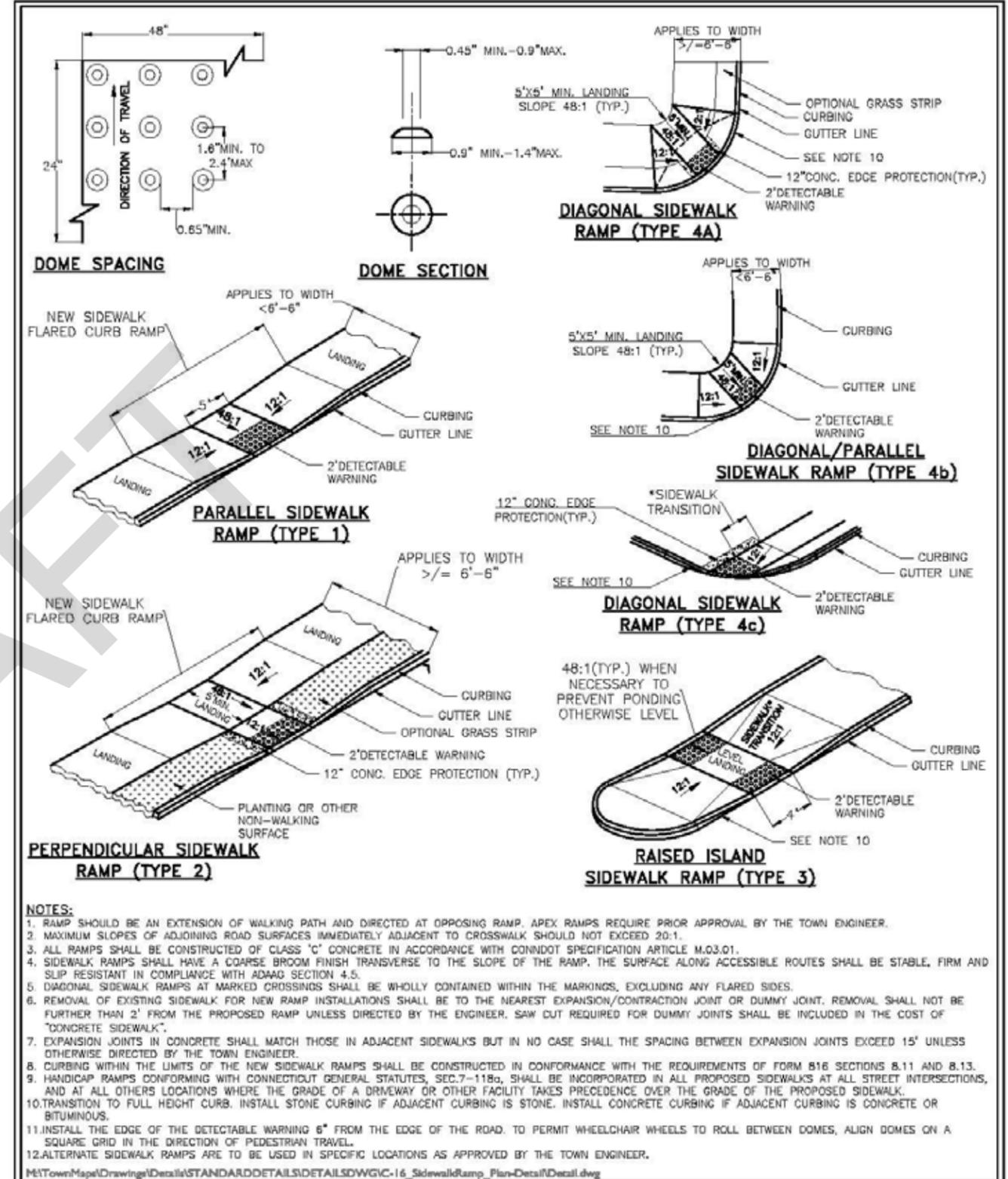
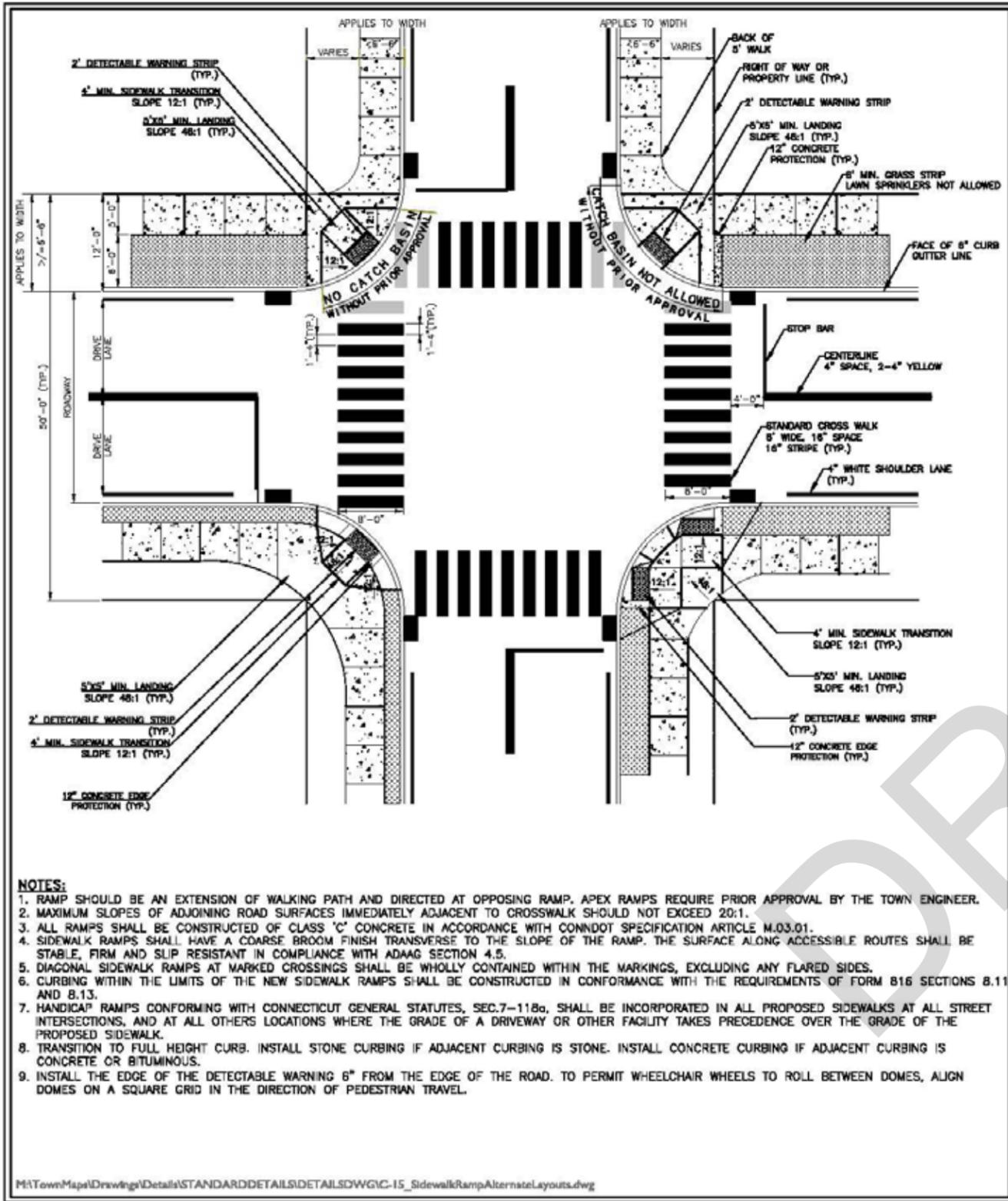
SHEET NO: C-3  
 HOR. SCALE: N.T.S.  
 VER. SCALE: N/A

DESIGN BY: B.C.M.B.  
 CHECKED BY: R.M.A.  
 DATE: 02.04.10



I MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032							<b>PREFORMED SCOUR HOLE TYPE 1 &amp; TYPE 2</b>			
DR.BY	NO.	DATE	DESCRIPTION	DR.BY	NO.		DATE	DESCRIPTION	SHEET NO: C-13	HOR. SCALE: N.T.S.
FLY	-	02.05.10	-	-	-	-	-	DESIGN BY: B.C.I.M.B.	CHECKED BY: R.M.A.	DATE: 02.05.10

I MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032							<b>SIDEWALK RAMP RECOMMENDED LAYOUT</b>			
DR.BY	NO.	DATE	DESCRIPTION	DR.BY	NO.		DATE	DESCRIPTION	SHEET NO: C-14	HOR. SCALE: N.T.S.
FLY	-	07.07.11	-	-	-	-	-	DESIGN BY: B.C.I.M.B.	CHECKED BY: R.M.A.	DATE: 07.07.11



1 MONTETH DRIVE, FARMINGTON, CONNECTICUT 06032							
DR.BY	NO.	DATE	DESCRIPTION	DR.BY	NO.	DATE	DESCRIPTION
F.L.Y.	-	07.07.11	-	-	-	-	-
PHONE: (860)475-2305 FAX: (860)475-2319 WEB: WWW.FARMINGTON-CT.ORG							

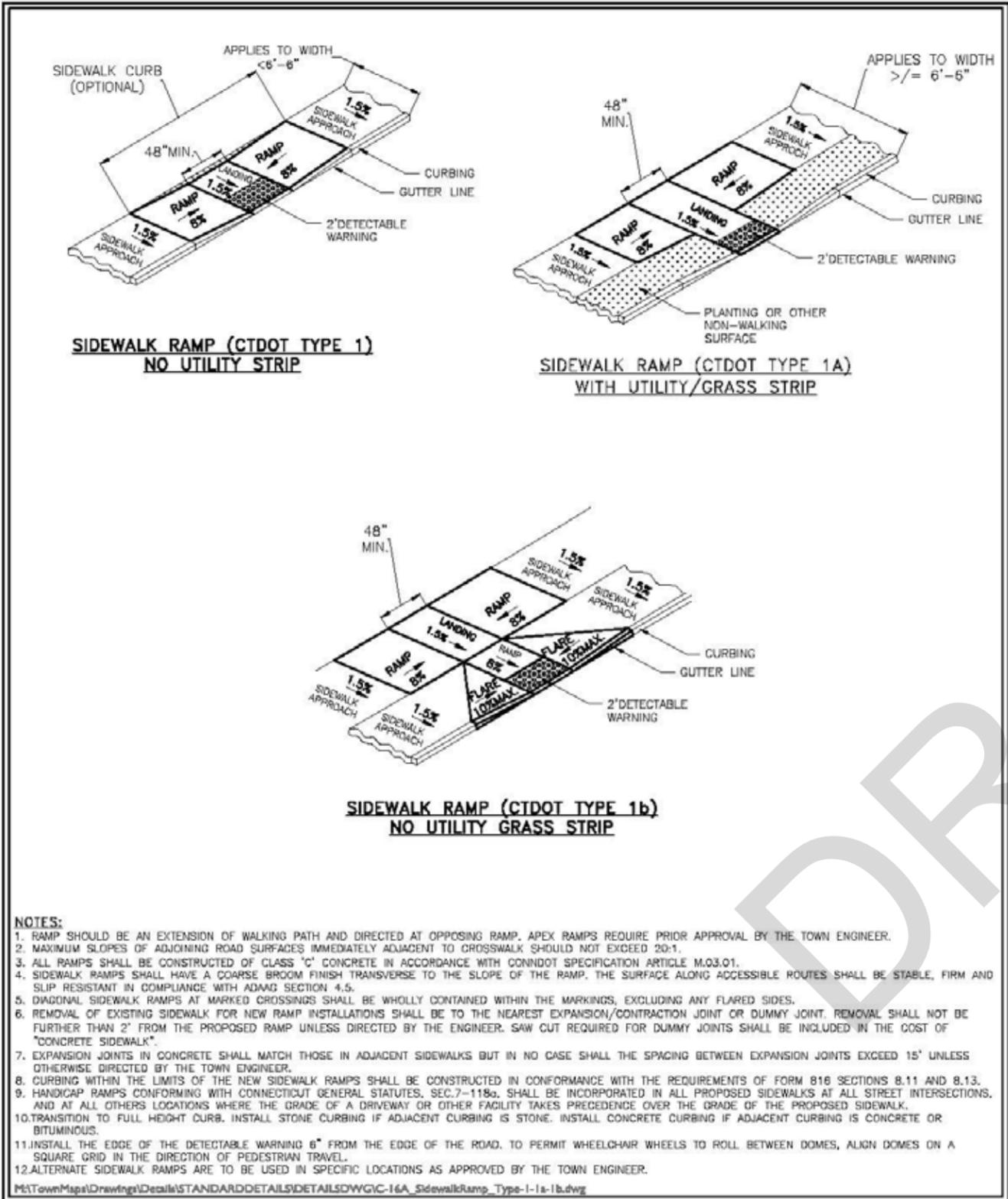


<b>ALTERNATE SIDEWALK RAMP LAYOUTS</b>		
SHEET NO: C-15	HOR. SCALE: N.T.S.	VER. SCALE: N/A
DESIGN BY: B.C.M.B.	CHECKED BY: R.M.A.	DATE: 07.07.11

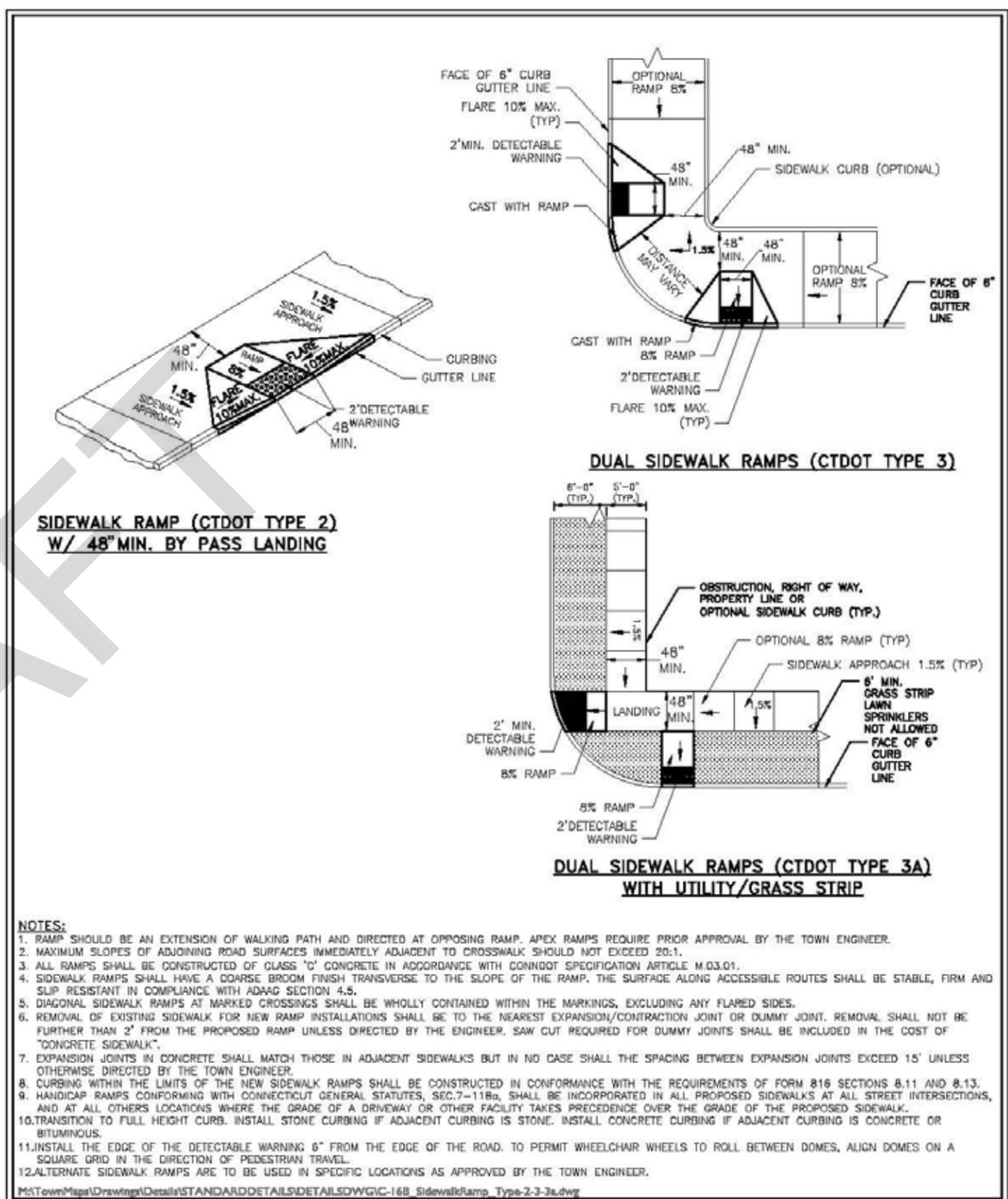
1 MONTETH DRIVE, FARMINGTON, CONNECTICUT 06032							
DR.BY	NO.	DATE	DESCRIPTION	DR.BY	NO.	DATE	DESCRIPTION
F.L.Y.	-	07.07.11	-	-	-	-	-
PHONE: (860)475-2305 FAX: (860)475-2319 WEB: WWW.FARMINGTON-CT.ORG							



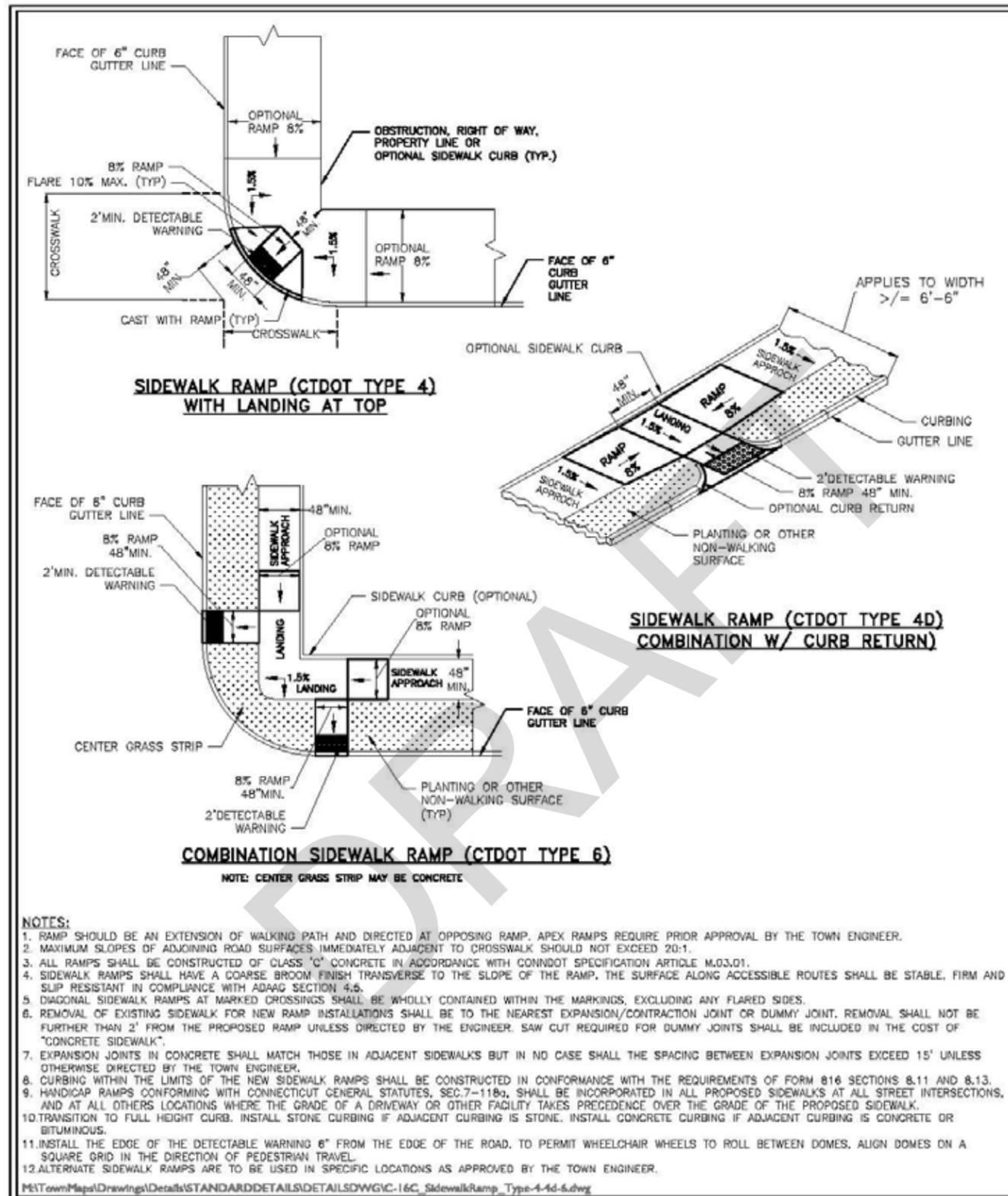
<b>SIDEWALK RAMP PLAN/DETAILS</b>		
SHEET NO: C-16	HOR. SCALE: N.T.S.	VER. SCALE: N/A
DESIGN BY: B.C.M.B.	CHECKED BY: R.M.A.	DATE: 07.07.11



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032									<b>SIDEWALK RAMPS CTDOT TYPE-1, 1a, 1b</b>		
DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.						
FLY.	-	02.28.14	-	-	-	-	-	C-16A	N.T.S.	N/A	
PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG						DESIGN BY: B.C.V.M.B.			CHECKED BY: R.M.A.		
									DATE: 02.28.14		



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032									<b>SIDEWALK RAMPS CTDOT TYPE-2, 3, 3a</b>		
DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.						
FLY.	-	02.28.14	-	-	-	-	-	C-16B	N.T.S.	N/A	
PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG						DESIGN BY: B.C.V.M.B.			CHECKED BY: R.M.A.		
									DATE: 02.28.14		



	1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032							<b>SIDEWALK RAMPS CTDOT TYPE-4, 4d, 6</b>			
	DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.					DATE
	FLY.	-	02.28.14	-	-	-	-		C-16C	N.T.S.	N/A
PHONE: (860)75-2305 FAX: (860)75-2319 WEB: WWW.FARMINGTON-CT.ORG								DESIGN BY:	CHECKED BY:	DATE:	
								B.C.V.M.B.	R.M.A.	02.28.14	

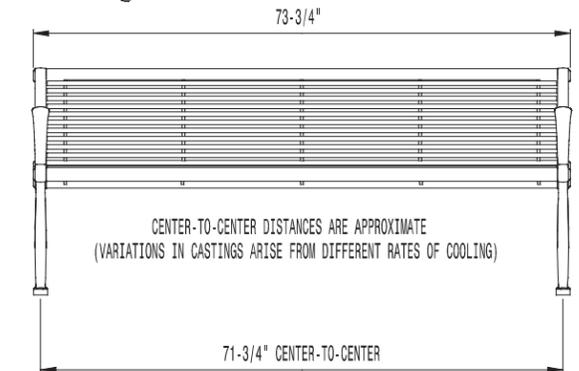
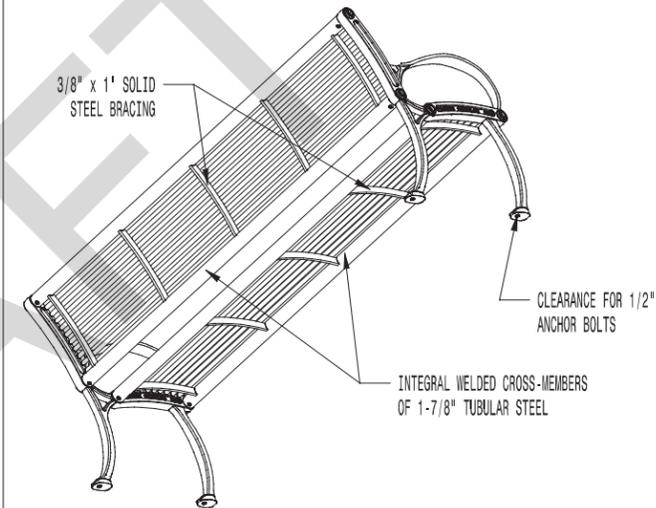
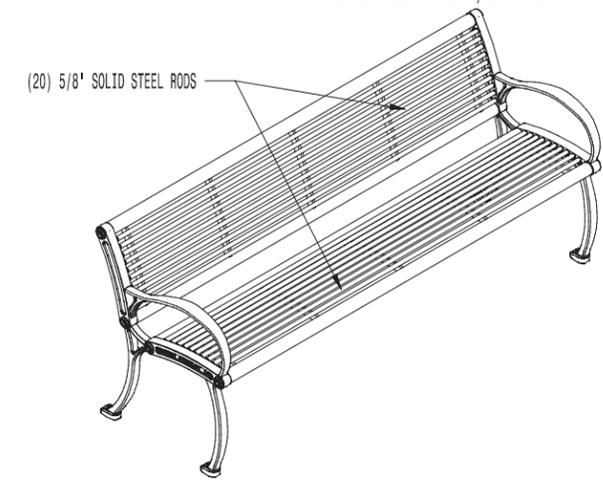
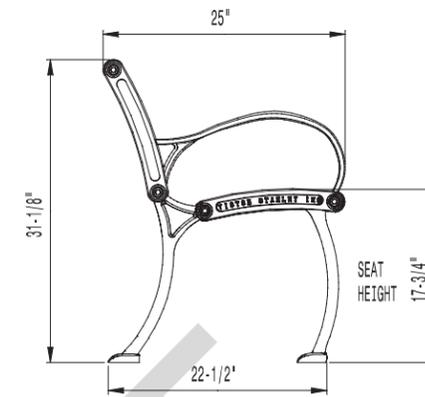


**VICTOR STANLEY, INC.®**  
*Manufacturers of Quality Site Furnishings since 1962-*

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THIS PRODUCT IS COVERED BY ONE OR MORE OF THE FOLLOWING  
 U.S. PATENTS D523,263; D526,805 S; D530,535 S; D532,620 S  
 EC REG. DES. NO. 000503297-0001; OTHER WORLDWIDE PATENTS PENDING

\* ALL DIMENSIONS ARE IN INCHES \*



AVAILABLE OPTIONS:  
 POWDER COATING  
 12 STANDARD COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)  
 INTERMEDIATE & CENTER ARMRESTS  
 4', 6', & 8' OPTIONAL ARMRESTS

LENGTHS  
 STANDARD 4'  
 STANDARD 6' LENGTH SHOWN  
 STANDARD 8'

**NOTES:**

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.

**FMS-324**

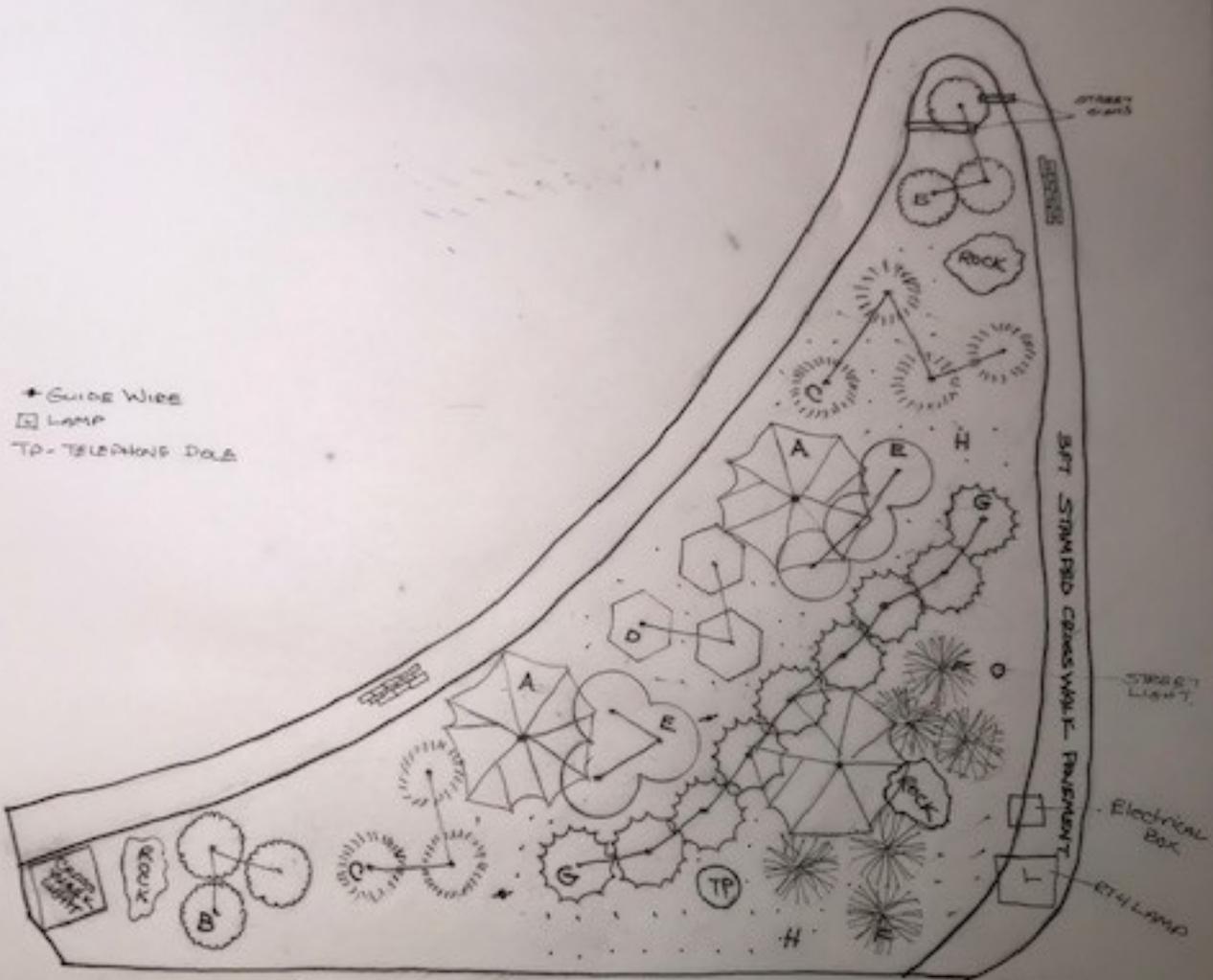
FRAMERS MODERN™ SERIES

STANDARD HORIZONTAL STEEL ROD BENCH WITH DUCTILE IRON END FRAMES  
 SHOWN: STANDARD 6-FOOT LENGTH

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 REV. 4/14/11 DRAWN L.D.L. 2009-342

DRAFT

DRAFT



ISLAND AT ROUTES 4 AND 10

SEE PLANT LIST FOR CORRESPONDING LETTERS TO IDENTIFY PLANTS.