

# Appendix D: Order-of-Magnitude Cost Estimates



ROUTE 7 REGIONAL MOBILITY AND SAFETY IMPROVEMENT INITIATIVE			
IMPROVEMENT	DESCRIPTION	ORDER-OF-MAGNITUDE COST	COST ASSUMPTIONS/ CALCULATIONS
<b>Construct additional southbound lane</b>	Include with State Project No. 102-305 to provide lane continuity in southbound direction throughout Wilton	\$750,000	Approximately 2,000 LF of new lane at \$375/LF.
<b>Shoulder upgrades</b>	Provide 5-foot shoulder wherever possible to provide improved sightlines, increased capacity, and better bicycle accommodations	\$350,000	12 miles restriping with spot improvements. No additional widening due to cost and impacts. \$2/LF for removal and restriping = \$253,440; contingencies @31% = \$78,567; total cost = \$332,000.
<b>Advance State Project No. 102-305</b>	Intersection improvements between Grist Mill Road and Route 33 in Wilton – currently on hold due to funding constraints	\$1.875 million	\$875,000 at Grist Mill Road; Approximately \$1 million for remaining five intersections. Does not include costs to property impacts.
<b>Route 7 at Route 107</b>	Additional turn lanes and signal modifications	\$1.525 million	Privately funded as part of Georgetown Redevelopment project – from STC documentation
<b>Route 7 at New Road</b>	Signal modifications	Negligible – regular maintenance	Monitor signal operations and modify when volumes warrant signal modifications
<b>Access management strategies</b>	Enhance access design criteria in the zoning regulations and work to implement Curb Cut Plans over time	Negligible	Implement curb cut plans over time as site plans are submitted to town
<b>Route 7 Link Service Enhancement Study</b>	Conduct study to explore enhancements in Route 7 Link service	\$50,000 study cost; capital and operating costs TBD PER study	Include study of bypass lanes; planning study only, no design.
<b>Bus Prioritization</b>	Special bypass lanes and signal prioritization systems to allow bus travel to avoid intersection congestion and delay	\$600,000 based on 20 intersections	Construction costs based on \$30,000/intersection. Study feasibility as part Route 7 Link Service Enhancement Study.
<b>Village/ Corridor Branding “Ethan Allen Highway”</b>	Use of signage and other promotions to strengthen identity of community nodes. Brand Route 7 corridor. Develop marketing strategy and plan.	varies	Draft villages ‘marketing’ plan ; Consider design competition or hiring a consultant to develop branding program
		<b>\$3,625,000</b>	Does not include construction costs for Route 7 and 107 which is expected to be privately funded through STC process.

<b>BICYCLE AND PEDESTRIAN INITIATIVE</b>			
<b>IMPROVEMENT</b>	<b>DESCRIPTION</b>	<b>ORDER-OF-MAGNITUDE COST</b>	<b>COST ASSUMPTIONS/ CALCULATIONS</b>
<b>Shoulder Upgrades</b>	Provide 5-foot striped shoulder along entire corridor where possible with bicycle-friendly drainage structures and maintenance	\$350,000	12 miles restriping with spot improvements. No additional widening due to impacts. Cost included in Regional initiative <sup>e</sup> .
<b>Bicycle Accommodations at Intersections</b>	Construct advanced stop bars and bicycle pockets at signalized intersections	\$100,000	Cost associated with restriping and relocating of magnetic detection strips.
<b>Bicycle Signage Program</b>	Install bicycle route markers and bicycle warning signs along corridor	\$10,000	Bicycle Route markers should be placed on existing State Route marker signs. New warning signs
<b>Bicycle Racks/ Secure Shelters</b>	Install well-designed bicycle racks in village centers and train stations	\$10,000	Assumes 20 racks in focus areas and train stations at \$500/each
<b>Norwalk River Valley Trail</b>	Advance multi-purpose off-road Norwalk River Valley Trail concept into design and construction	Construction costs TBD based on study	Trail routing study to be initiated soon by Norwalk River Valley Trail Steering Committee. Funding already allocated.
<b>Cannondale Village Pedestrian Connection</b>	Construct sidewalk on north side of Cannon Road from Route 7 to Cannondale station with pedestrian signal head.	\$105,000	700 LF sidewalk + Ped signal head
<b>Connect Gaps in Sidewalks</b>	From Norwalk to Grumman Hill Road	\$300,000	2,200 LF of new sidewalk @ \$100/LF + contingencies.
<b>ADA Upgrades</b>	Improve intersections that are not fully ADA compliant	\$35,000	7 locations @ \$5,000 per location
		<b>\$560,000</b>	Does not include \$350,000 for shoulder upgrades already shown in the Regional Improvement Initiative

BRANCHVILLE ENHANCEMENT PLAN INITIATIVE			
IMPROVEMENT	DESCRIPTION	ORDER-OF-MAGNITUDE COST	COST ASSUMPTIONS/ CALCULATIONS
Route 7 at Old Town Road	New signal and reconstruction	\$475,000	Relocate driveway plus new signal
Route 7 at Route 102	Additional turn lanes and signal modifications	\$260,000	New southbound turn lane and signal
Station surface parking expansion	Adjacent to and south of existing surface lot; 15,000 SF; approximately 46 new spaces	\$230,000	46 spaces @ 325 SF per space @ \$5,000/space = 230,800.
Reconfigure station access		\$3.5 million	Assumes \$1.25 million to reconstruct each bridge (2 bridges) and \$1 million for RR crossing relocation.
Rear service road and surface parking	Approximately 60 new spaces and rear service road	\$360,000	60 spaces @ \$5,000/space = \$300,000; \$60,000 for service road. Does not include property acquisition costs.
Median and curb cut modifications		\$250,000	900 LF at 6' wide = 5,400 SF; Milling @ \$1/SF = \$5,400; Landscaping @ \$10/SF = \$54,000; 1800 LF granite curb @ \$35/LF = \$63,000; labor and materials \$125,000; contingencies 75%; Total Cost = \$214,200.
Sidewalks	Includes public open space and gathering areas	\$250,000	1800 LF = \$180,000 + crosswalks, signal heads and contingencies.
Parking Structure (Phase 2)	Located on southwest corner of Route 102/ Route 7 intersection; 200 spaces; 3 levels	\$5.1 million	75,000 SF in 3 levels; 10,000 SF of retail @ \$40/SF = \$400,000; 65,000 parking = 185 spaces (350 SF/space) @ \$25,000/space = \$4,625,000; Total cost = \$5,025,000.
Mobility Hub (Phase 2)	Construct intermodal hub in Branchville that includes various modes, public space, real-time information, and commuter services	\$750,000	Includes drainage (\$20K), site reclamation (\$20K) parking and roadway (\$84K), curbing, sidewalks and plazas (\$52.5K), ped bridge (\$100K), lighting (\$30K), kiosk (\$20K), bus shelter (\$40K), furnishings and landscaping (460K) = \$426,500 + 75% contingencies. Does not include property acquisition or environmental remediation costs.
Sidewalks (Phase 2)		\$100,000	700 LF of additional sidewalk (in addition to Option 1) = \$70,000 + contingencies.
New shuttle service (Phase 2)	New shuttle loop between Georgetown, Branchville, and Ridgefield serving commuters and visitors to all three villages	\$80,000	Cost for vehicle. Potential public/private partnership; operating costs not included.
		<b>\$5,325,000</b>	Phase 1
		<b>\$6,030,000</b>	Phase 2 – not including property acquisition costs
	<b>TOTAL INFRASTRUCTURE INVESTMENT:</b>	<b>\$11,355,000</b>	Total

<b>RIDGEFIELD GATEWAY ENHANCEMENT PLAN INITIATIVE</b>			
<b>IMPROVEMENT</b>	<b>DESCRIPTION</b>	<b>ORDER-OF-MAGNITUDE COST</b>	<b>COST ASSUMPTIONS/ CALCULATIONS</b>
<b>Route 7 at Route 35</b>	Geometric modifications to scale-down intersection, improve safety, and better accommodate pedestrians	\$265,000	New medians, curb and sidewalk
<b>Route 7 at Senior Housing Complex Driveway</b>	New signal and reconstruction	\$250,000	Recently approved by CTDOT – funding source uncertain
<b>Landscaped median</b>	Granite curbing with landscaping and brick treatment	\$310,000	1300 LF of 6' wide median. 7,800 SF; Milling @ \$1/LF = \$7,800; landscaping @ \$10/LF = \$78,000; granite curb @ \$35/LF = \$91,000; Labor and materials \$176,000; 75% contingencies; Total cost = \$309,400
<b>Sidewalks</b>	Sidewalk connects gaps in pedestrian network	\$300,000	2500 LF 5' wide sidewalk @ \$100/LF + contingencies
<b>Walking Trail</b>		\$80,000	800 LF at \$100/LF. Requires easement from Land Trust
<b>TOTAL INFRASTRUCTURE INVESTMENT:</b>		<b>\$1,205,000</b>	Does not include cost for proposed park and ride lot

<b>WILTON TRAIN STATION AREA ENHANCEMENT PLAN INITIATIVE</b>			
<b>IMPROVEMENT</b>	<b>DESCRIPTION</b>	<b>ORDER-OF-MAGNITUDE COST</b>	<b>COST ASSUMPTIONS/ CALCULATIONS</b>
<b>Parking Structure</b>	4 levels with ground floor retail	\$13.5 million	Includes 30,000 SF retail and 485 parking spaces. Retail at \$40/sf = \$1,200,000; parking at \$25,000/space = 12,125,000; total cost = 13,325,000.
<b>Footbridge</b>	Provides direct connection between Train Station and Wilton Center	\$350,000	Includes footbridge and all design and permitting and environmental considerations.
<b>Complete Sidewalk Network</b>		\$100,000	800 LF of new sidewalk at @\$100/LF = \$80,000 + contingencies
<b>TOTAL INFRASTRUCTURE INVESTMENT:</b>		<b>\$13,950,000</b>	
<b>TOTAL COST FOR ALL FIVE INITIATIVES:</b>		<b>\$30,695,000</b>	