

HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS

Old Town Hall, 162 Whisconier Road Brookfield, Connecticut 06804

Phone: 775-6256 Fax: 840-9167

BRIDGEWATER CENTER PEDESTRIAN PLAN

April 2008

DIDONA ASSOCIATES - LANDSCAPE ARCHITECTS, LLC

70 North Street, Suite 301 Danbury, CT 06810 (203) 778-1840

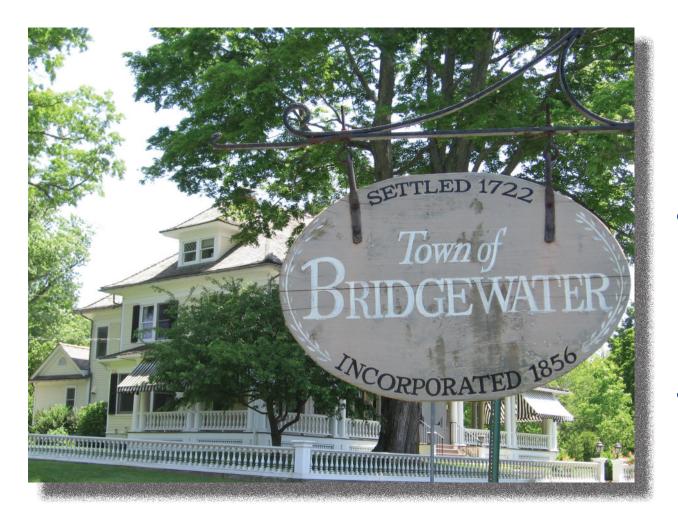
FREDERICK P. CLARK ASSOCIATES, INC.

350 Theodore Fremd Avenue Rye, New York 10580 (914) 967-6540

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Bridgewater: Our Town



ntroduction

Bridgewater: Our Town

Located in southernmost Litchfield County, Bridgewater is a rural town that was once part of New Milford. The confluence of the Housatonic River to the west and the Shepaug River to the east, in addition to high ridges to the north, isolate Bridgewater from its surrounding areas.

These distinct topographic features, directly responsible for Bridgewater's unique peninsular shape, serve as Bridgewater's natural boundaries, create opportunity for various forms of recreation and moreover contribute to Bridgewater's appeal as a place to live and work.





In 1997 the most recent edition of HVCEO's Regional Master Plan was adopted. Designed to harness specific strengths and assets inherent to the Housatonic Valley Region of Connecticut, the Master Plan supports the conservation of existing urban and in-town areas, planned smart growth in their surrounding areas, and then a low density rural future for outlying areas like Bridgewater.

In recent years most communities have experienced an alarming demand for housing and have physically witnessed the amount of available open lands decrease. On the contrary, Bridgewater, although expanding, is one of the few communities in northwestern Connecticut which has retained a significant portion of its rural landscape.

Today, residents of Bridgewater are not hesitant to voice their appreciation of and their genuine desire to protect Bridgewater's established rural

character. This 2008 Bridgewater Center Pedestrian Plan is compiled

from inventories and analysis from site visits, site assessments, and public input, as well as goals and recommended actions for Bridgewater's town center. It is intended to be a reference and a resource. In sum, this plan promotes safe pedestrian access and circulation in Bridgewater town center for everyone, young and old. In order to meet the project goals, a few methods that should be implemented are traffic calming techniques, installation of effective signage, and more evident way-finding elements. Preservation of Bridgewater Center's established rural character is a major priority.



The Statistics

Bridgewater is a small town with a population of 1,939 persons in 743 households. Bridgewater's land area totals 16 square miles with a very low population per square mile of 119.

Bridgewater's Population breaks down as follows:

- 1,890 White (1,939 total)
- 4.1% Poverty Rate (7.9% for Fairfield County)
- 48% College Educated
- Majority between age 25-64 with median age 47

Bridgewater's Top Business Sectors are:

- Service Industry
- Construction and Mining
- Government

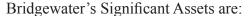
The Five Top Employers are:

- Bridgewater Fire Department
- Tlg Services Inc
- Bridgewater Village Store
- Burnham Elementary School
- The Town of Bridgewater

The unemployment rate is 2.9% compared to 4.6% in

Litchfield County. Most people commute to work outside of Bridgewater, however the majority of people who work within Bridgewater live there as well.

The Bridgewater housing market is strong with the median price per unit at \$480,000 compared to \$225,600 in the County. 81% of housing units are owner occupied dwellings compared to 68% in the County. 96.8% of housing units are single family residences. Only 28.4% of housing units were built pre 1950 compared to 36.3% in Litchfield County.



- A large amount of open space (68.3%)
- A low crime rate (12 per 1,000 residents)
- A high-quality school system
- The Housatonic River and Lake Lillinonah
- The Bridgewater Country Fair
- The Bridgewater Historical Society

The Site

This plan's main focus area encompasses all land area of the Bridgewater Town Center. From the area around the green, including the general store, town hall, the historic center, the library and Burnham school, across the fairgrounds to the recreation center, then along Hut Hill Road and Clapboard Road back to the green.



Site Limits:

- Intersection of Hat Shop Hill Rd./Rt. 133/Clapboard Rd.
- Intersection of Clapboard Rd.(State Route 867) and Hut Hill Rd.
- Intersection of Hut Hill Rd. and Sarah Sanford Rd. East
- Intersection of Sarah Sanford Rd. East and Rt. 133

The Major Elements of Bridgewater Town Center are:

- The Village Store / Union Savings Bank / the Post Office
- Bridgewater Grange
- St. Marks Church
- Bridgewater Congregational Church
- Town Hall
- Bridgewater Historical Society
- Bridgewater Library
- Burnham Elementary School
- Bridgewater Firehouse
- The Fairgrounds
- Bridgewater Recreation Area



The Past

Bridgewater has always attracted people due to its abundant natural resources.. For example, evidence

of a trading post dating all the way back to 1644 has been uncovered along the Housatonic River on Bridgewater's western boundary. It wasn't until some years later in 1722 that the area now known as Bridgewater Center received its first settler. Despite it's hilly terrain, Bridgewater's upland soils are fertile and residents managed to establish farms in all sections of the town prior to 1800.

By 1803 enough people had occupied Bridgewater Center to form an ecclesiastical society separate from New Milford. In 1856, Bridgewater was incorporated as an official town and was home to a population of around 1,000 persons. In the first half of the nineteenth century the first bridge was built over the Housatonic River at Bridgewater's south end connecting it with the town of Brookfield. This allowed for more efficient travel in and out of Bridgewater and resulted in an 1860 peak in the population of 1,048 persons.



Population levels began to steadily decline in the decades to follow. Business activity began to shift and relocate near flourishing rail lines in the valleys and steam ship routes along adjacent rivers.

In a short time the small hill farms and waterpower sites of Bridgewater were no longer economically viable. Due to this change of events, farmlands were abandoned and many people migrated away from Bridgewater. Many working arable farm fields in the hills of Bridgewater saw the return of successional forest growth and around 1930 Bridgewater's population had sunk to a mere 432 persons.



A transformation for Bridgewater took place in the 1930's. Newly paved state roads, Route 25 (now Route 133) and Route 67 allowed people to easily travel into the town of Bridgewater. A rapidly moving era of postwar prosperity resulted in a population increase. Once again, people were witnessing the beauty of Bridgewater's countryside. By 1950, Bridgewater's population had rebounded to 639 persons. A new wave of residents was now living in Bridgewater. However, its image as a Town had essentially remained the same as it was one hundred years ago: Bridgewater was still an agricultural town.

In 1953, the Bridgewater Country Fair was founded on the idea that farmers and other residents should have a place to congregate, compete with their best livestock, buy and sell produce and arts and crafts. It was also an opportunity to view or purchase new and innovative farm equipment of the time. The Fair today still captures and preserves many aspects of Bridgewater's rural heritage.

In 1955 development of a hydroelectric facility and a new bridge on Route 133 from the south marked a significant transformation for the Housatonic River Valley and the town of Bridgewater.

The Housatonic River on Bridgewater's western boundary, once a swift flowing river, became a slow moving larger body of water known as Lake Lillinonah intended to provide hydroelectric power. In addition, Route 67 which was already crossing Bridgewater from west to east was widened and relocated

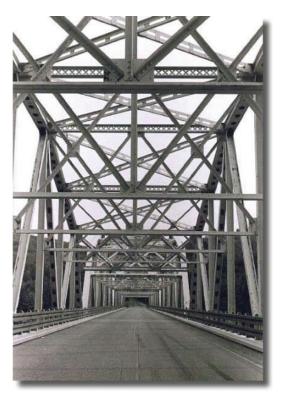


shortly after completing the Route 133 Bridge. Traveling into and out of the town of Bridgewater was now easier and more convenient then ever before.

From the 1960's to present, other major events shaped the Bridgewater Town Center:

- 1967-68 a Town Plan and new Zoning regulations were adopted
 - o Protecting the "Town Green" area
 - Requiring "two to four" acre residential lot sizes throughout town
- 1970's stratified drift aquifers were mapped for the first time
 - The scarcity of water provided a reason to keep the community rural
- 1973 wetlands protection laws reduced the potential for development
 - o 8% of wetland area was excluded from development
- 1980 population was 1,563 persons
 - o 35.8% were executives, managers or professionals
 - o 2.8% were employed in farming
 - 8% of town land was developed (910 acres)
- 1985 a local sewer avoidance policy was in effect
- 1990 population was 1,654 persons
 - o Bridgewater is the smallest town in the region
 - 13% of town land was developed (1,444 acres)
 - 1,461 acres of Land is dedicated to non-developable open space
 - Bridgewater remains a rural residential community
- 2000 population was 1,824 persons
 - o An increase of 10.2% since 1990
- Bridgewater remains "a precious rural enclave near a fast growing suburban region" (HVCEO).





Bridgewater's Pedestrian Future

Due to heedful planning and vigilant regulation of growth, Bridgewater has successfully maintained its rural character. The 2001 Bridgewater Town Plan recognized the need for this Pedestrian Circulation plan, therefore it recommended that a study should be undertaken by HVCEO. The development of this plan has engaged and established a dialogue between officials and residents of Bridgewater in an effort to determine what form of pedestrian access could and should take place throughout this area of town.

Although this plan focuses on desirable pedestrian connections, during the planning process concerns raised by the public as to traffic quantity and speed



made a compelling reason to include traffic calming techniques. Connections to open spaces and trails are also included. Overall, the Plan itself focuses on practical coordination of pedestrian elements located in and between Bridgewater Town Center and the Bridgewater Recreation Area.









ite Assessmen



Existing Conditions



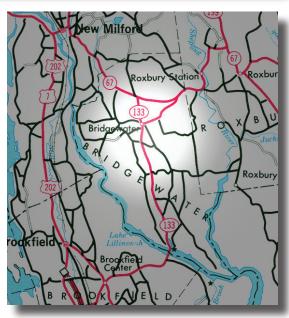
Bridgewater is a quaint rural settlement with its center located at the intersections of Main Street South (State Route 133), Clapboard Road(State Route 867) and local roads Hat Shop Hill Road, and Center Street. Bridgewater's Town center consists of the Main Street area, Fire Department/

133

Fairgrounds, and the Bridgewater Recreation Area. These areas are defined by Main Street South, Clapboard Road, Hut Hill Road, and Sarah Sanford Road East. There are several attractions or focal points that can be found here:

- Main Street
 - The Village Store
 - o St. Marks Church
 - o Bridgewater Congregational Church
 - o Center Street Green
 - o Town Hall
 - o Bridgewater Historical Society
 - o Bridgewater Library
 - o Burnham Elementary School
 - o Bridgewater Firehouse





- Bridgewater Recreation Area
 - o The Pavilion
 - o Soccer and Baseball Fields
 - Walking Paths
 - Horse Riding Rink
 - Tennis Courts
 - o Basketball Court
 - Handball Courts
 - o Ponds
 - o Playground



The Town Center is part of the Housatonic River valley and Lake Lillinonah Watershed. Bridgewater Center is located at one of the highest points in town. Small ridgetop wetlands, ponds, and one major brook to the east, Wewaka Brook, are Bridgewater Center's immediate adjacent water features.

The Existing pedestrian paths in Town Consist of:

• A pressed concrete sidewalk connecting St. Marks Church with the parking area in front of the Post office, the Village Store, and Union Savings Bank:



• A bluestone walkway in front of the Town Hall and the Burnham Library:





• An asphalt path connecting The Burnham School with the Burnham Library:



• Crosswalk at the Town Hall:



• Crosswalks at the Burnham School:





• An asphalt drive partially connecting the fairgrounds to the firehouse.....



• The Fairgrounds to the Burnham School and





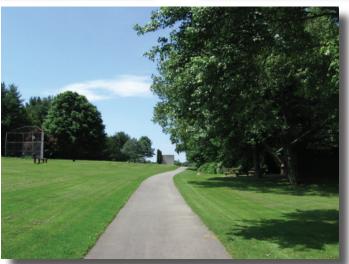
• The Fairgrounds to the Recreation Area:



• Asphalt paths throughout the Recreation Area:









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Bridgewater Town Center is situated on highland where undulations in the land are minimal. This natural topography provides an opportunity for relatively effortless travel and circulation throughout. However, the Recreation Area is slightly higher in elevation than the Center Street/Main Street Area. This elevation change is not drastic, nevertheless it must be considered if traveling on foot.

The existing vegetation is of a rural character with mature street trees and established vegetation throughout. A large Charter Oak thrives on the Center Street Green between the Town Hall and the Village Store. In addition, a small community garden lies on the Green and allows residents to add some personal seasonal interest to the Town Center.

Large lots, open fields, and preserved forest land surround the Town Center. Wewaka Brook Farm and Natural Area, part of the Nature Conservancy's Sunny Valley Preserve borders Bridgewater's Recreation Area to the south. Wewaka Brook Farm and Natural Area is a treasured asset which is close by and has both fields and forest to offer. Unfortunately there are no formal trails throughout this preserve.









Existing and Historical Structures in the Town Center Provide much of its charm:

The Post Office/Village Store/Union Savings
 Bank area provides conveniences for residents
 or others who pass through Bridgewater. The
 layout of these facilities combined with their
 architectural style make them traditional rural
 town elements.



- The Town Hall (left hand side of photo) is historic and provides for a welcoming sense of place.
- The Historical Society sitting next to the Town Hall (right hand side of photo) also provides for a welcoming sense of place as well as a wealth of historical photos, documents, and insight to Bridgewater's past.



 Next to the Historical society sits a small colonial house built in 1811. Originally home to Captain William D. Burnham, this structure was moved from a small farm in Bridgewater by the Historical Society and then restored to its current condition.



Burnham Library is adjacent to the restored Burnham home. This structure was built in 1926 and is open to all who pass through Bridgewater. Aside from the current wealth of resources here, the Burnham Library also hosts art exhibits for the significant number of artisans who live in town.



• Just south of the Burnham Library on Main Street is the Burnham School. 122 children in grades K-5 are currently enrolled here.



 Continuing South on Main Street is the Bridgewater Firehouse. The Firehouse is centrally located in Bridgewater and runs the annual Fair.



Most signs in Bridgewater add to its rural character. They are handcrafted and of a similar historic quality. No sign is neon or backlit, and there are no decorative street lights in the Town center.

F.P. Clark Associates assessed the existing traffic conditions for Bridgewater center and made the following observations:

- All traffic devices in the Town Center are stop signs, crosswalks and other forms of signage or indicators.
- Traffic quantity is somewhat of an issue at commuter and school A.M. and P.M. peak hours.
- The real issue with traffic is speed.
 Despite posted speed limits, most drivers exceed the speed limit.

A collective concern for traffic issues has been voiced by many residents and traffic calming techniques seem to be something that residents would support.

Some recommended traffic calming techniques are as follows:

- Decorative pavement treatments for crosswalks.
- Restructure Center St. to one way, restricting left hand turns onto Clapboard Rd. and giving it a decorative pavement treatment.
- Realign the curb line at the entrance to Center St. from Main St.
- Painting an offset centerline and adding a four foot wide 'shoulder area' for pedestrians and bicyclists on Hut Hill Rd.

For a complete assessment see the traffic report by F.P. Clark Associates, located in the appendix.











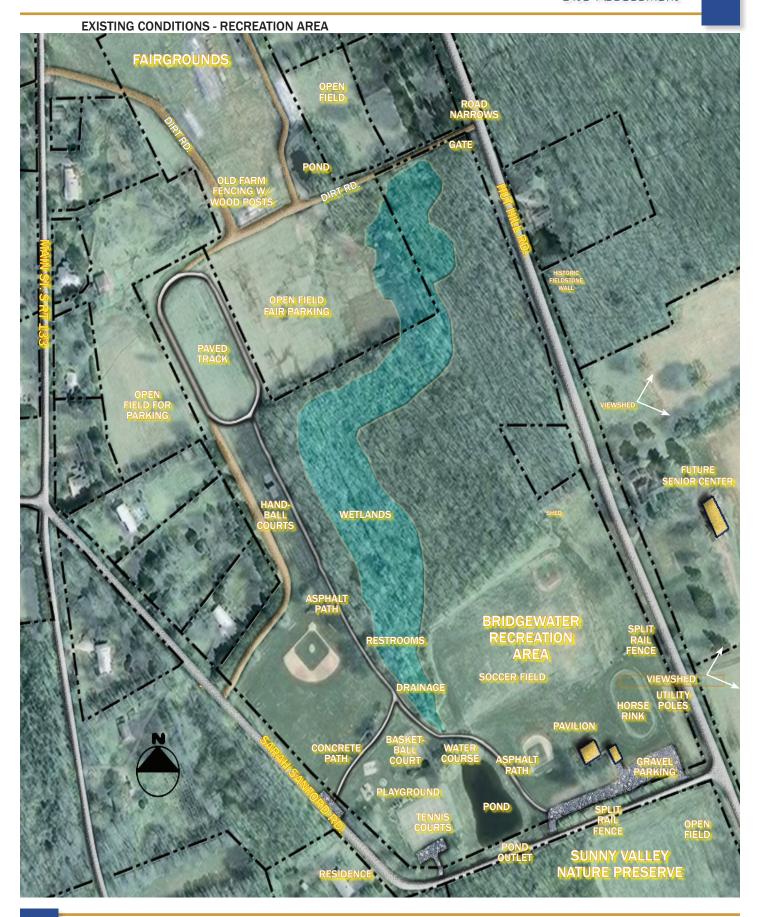


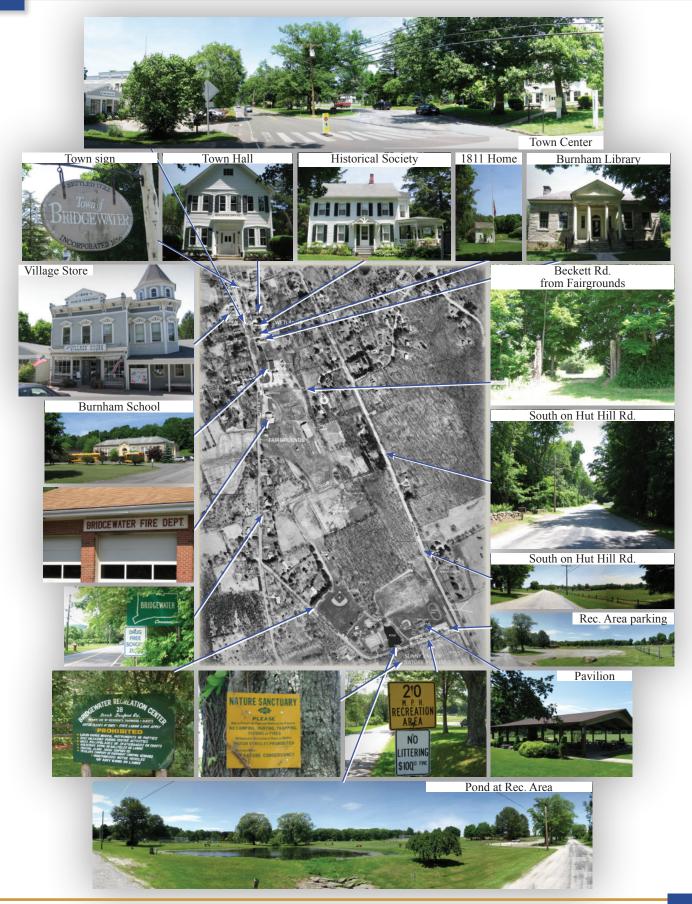












OPPORTUNITIES*

- 1. EXISTING WALKWAY INFRASTRUCTURE
- 2. CONNECTION AND CENTRAL LOCATION OF TOWN HALL, LIBRARY, HISTORICAL SOCIETY. AND BURNHAM SCHOOL
- 3. CONNECTION AND CENTRAL LOCATION OF CHURCHES, GENERAL STORE, BANK, AND BED AND BREAKFAST
- CENTER ST. GREEN, OFFERS HISTORICAL SIGNIFICANCE, PLACE FOR COMMUNITY GATHERINGS
- 5. POTENTIAL FRONT ENTRY FEATURE FOR THE BURNHAM SCHOOL
- 6. EXISTING WALK FROM THE BURNHAM SCHOOL TO THE LIBRARY AS WELL AS TO THE FAIRGROUNDS
- 7. POTENTIAL AREA FOR A GATEWAY FEATURE ON RT. 133 NEAR FIRE-HOUSE
- 8. TENNIS COURTS, SPORTS FIELDS/AMENITIES, AND PLAYGROUND PROVIDE FOR RECREATION
- 9. PAVILION ALLOWS FOR PROGRAMMED EVENTS AND GATHERINGS
- 10. CONNECTION FROM FUTURE SENIOR CENTER TO PUBLIC RECRE-ATION AREAS
- 11. POTENTIAL FOR SCHOOL AND COMMUNITY GARDENS
- 12. POND PROVIDES RECREATION AND QUIET REFLECTION
- 13. ACCESS TO BECKETT RD.
- 14. ACCESS TO HUT HILL RD.
- 15. WIDTH OF HUT HILL RD. OFFERS POTENTIAL TO ESTABLISH BICYCLE AND/OR PEDESTRIAN PATHWAYS
- 16. SCENIC VIEWS ALONG HUT HILL RD.
- 17. EXHIBITION SPACE AND/OR COMMUNITY GATHERING SPACE AT FIRE HOUSE
- 18. POTENTIAL TRAFFIC CALMING FEATURES
- 19. ESTABLISHED RURAL NEW ENGLAND SETTING
- 20. POTENTIAL OPEN SPACE OPPORTUNITIES**
- 21. EXISTING CROSSWALKS

EDUCATIONAL OPPORTUNITIES*

- 22. POTENTIAL AREAS FOR OUTDOOR CLASSROOM
- 23. BARN ON FAIRGROUNDS CAN ACT AS AN EDUCATIONAL CENTER
- 24. POTENTIAL AREAS TO EDUCATE PUBLIC ABOUT IMPORTANCE OF WETLANDS AND WATERSHED ISSUES

STORMWATER MANAGEMENT OPPORTUNITIES*

I. IN AND OUT FLOW FROM PONDS

CHALLENGES*

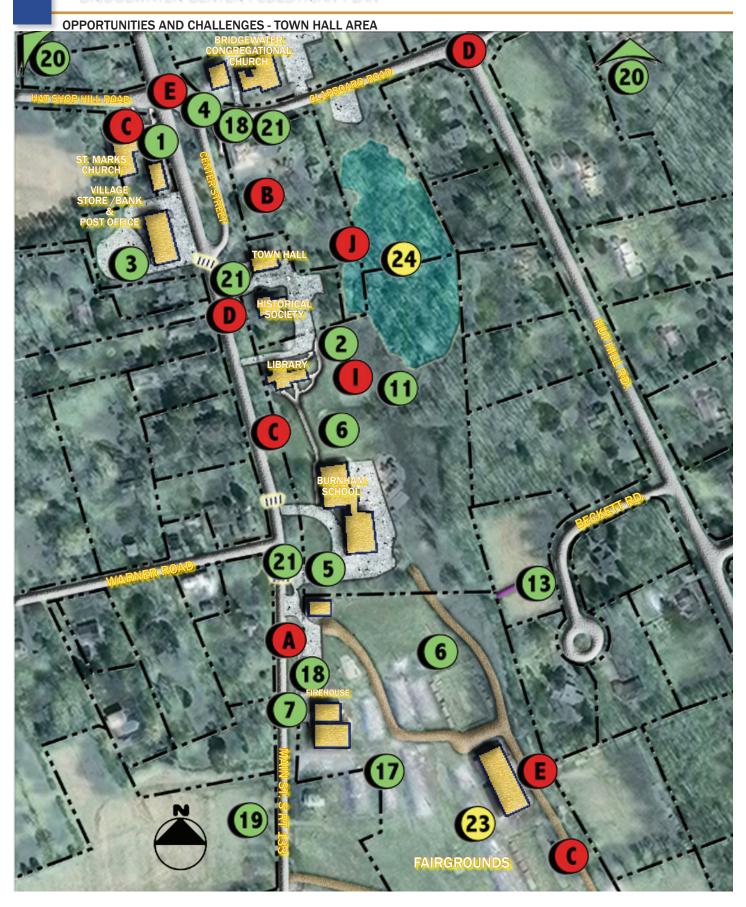
- A. TRAFFIC SPEED AND VOLUME DURING RUSH HOUR
- B. CENTER STREET CURRENTLY A SHORT-CUT
- C. PEDESTRIAN ACCESS IS FRAGMENTED/POOR CONNEC-TION BETWEEN TOWN CENTER, FAIRGROUNDS AND RECREATION AREA
- D. EXISTING INFRASTRUCTURE, TOPOGRAPHY AND VEGETATION LIMIT OPPORTUNITIES FOR PEDESTRIAN PATHWAYS
- E. INCONSISTENT USE OF PAVING MATERIALS
- F. INADEQUATE PARKING FOR RECREATION AREAS
- G. NO BUFFER AROUND POND
- H. FAIRGROUND AESTHETICS
- I. DISORGANIZED ELEMENTS AROUND HISTORICAL SOCIETY
- J. INVASIVE SPECIES

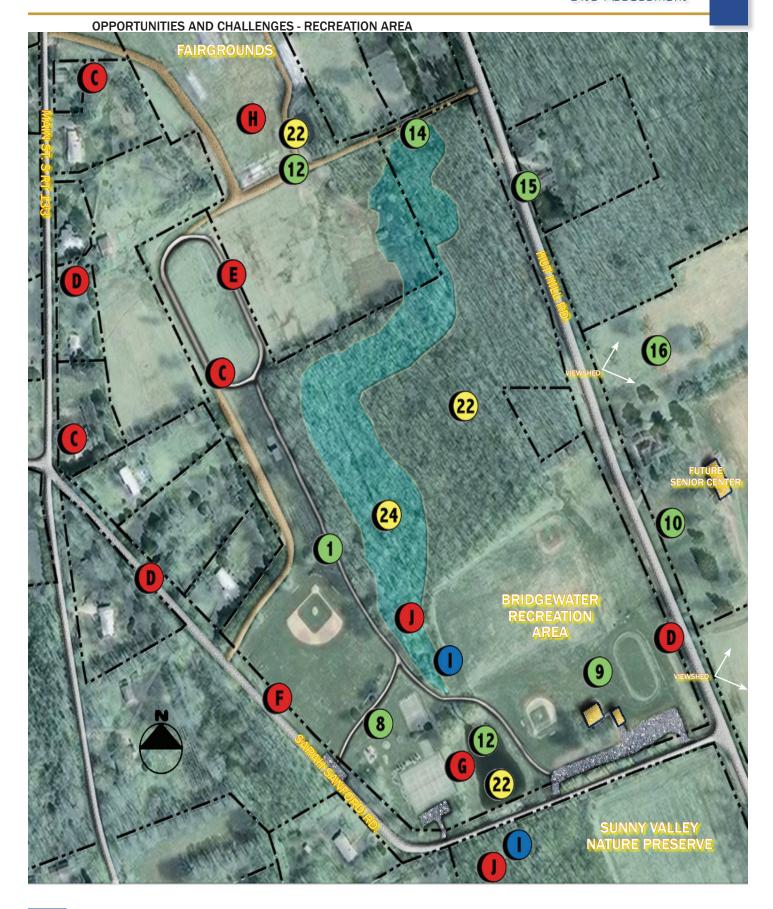
LEGEND*

- (13 OPPORTUNITIES
- **(22)** EDUCATIONAL OPPORTUNITES
- STORMWATER MANAGEMENT OPPORTUNITIES
- G CHALLENGES

^{*} SEE MAPS ON FOLLOWING PAGES

^{**} NOT SHOWN ON MAP











c Input

BRIDGEWATER CENTER PEDESTRIAN PLAN

A successful plan should incorporate the ideas and desires of the community. A town center is the heart of the community. Therefore, any changes to the town center must reflect the needs, desires, and the vision of that community.

On June 12, 2007 a community meeting was held at the Bridgewater Town Hall to develop a program for the Bridgewater Center Pedestrian Plan. A group of residents along with several town officials attended and provided a unique range of ideas.

The workshop was divided into two parts.

- **I.** The first part was designed to ascertain the desires of the attendees. Four areas of concern were addressed:
 - Design As a physical manifestation of the plan
 - Economic the monetary impact of the plan
 - Administrative how will the plan be implemented, maintained, and sustained
 - Communicative how will the plan become integrated into the community

Attendees were asked to write at least five desires they had for the Pedestrian Plan. Using an interactive technique, each attendee was given the opportunity to articulate these desires to the group. Four lists of communal desires were created, one for each area of concern. These then became the foundation for the second part of the workshop.

II. The second part was a free discussion among the attendees to determine the focus of the plan.

The major themes that emerged were:

- Safety The current configuration of the Town Center provides limited opportunity for pedestrian access. Any pedestrian plan should consider the safety of the pedestrian as a major priority. Safety Concerns were:
 - Traffic speed
 - o Crosswalk areas
 - Path surfacing
 - o Major user groups children and elderly
- Rural Character All the attendees agreed that one of Bridgewater's main assets is its quaint rural small town character. They agreed that if anything was done to modify the existing infrastructure (some did not want anything done at all) it should be very subtle and should utilize existing elements as much as possible. Pedestrian paths of travel should be maintained as rural, naturalized, and safe. Paths should connect major elements, but not with traditional downtown streetscape characteristics.
- Cost and Maintenance The attendees expressed concerns on how the pathways will be paid for and who will be responsible for maintenance. The consensus was that the Town had few resources for either and therefore the plan should reflect inexpensive methods for installation and recommendations for maintenance

The following is a consolidated list of all attendees concerns for each area addressed in the workshop:

• <u>Design</u>

- o Sidewalk/path from Route 133 to Hut Hill Road on Clapboard Road
- o Sidewalk connecting intersection of Center St. and Clapboard Road to Firehouse
- o Better connection between Bank/Village Store/Post Office and Town Hall/Historical Society.
- o Additional crosswalks from Center St. Green to Bank/Village Store/Post Office
- o Trail loop from Main Street area to Recreation Center and back
- o Pull off areas for walkers/farm equipment on Clapboard Road
- o Lighting at intersection of Sarah Sanford Road East and Hut Hill Road
- o Paths from Senior Center to Recreation Area and Main Street Area
- o Connections from Beckett Road to Fairgrounds, Recreation Area and Main Street Area
- Accomodations for strollers/wheelchairs
- Character lighting
- o Connections to paved walkways throughout the Recreation Area

Economic

o Funds to install and maintain (sidewalks, lights, trees, etc.)

• Administrative

- o Management of care and maintenance programs
- o Traffic Study speed issues

Communication

o It seems that town residents are not against a pedestrian circulation plan, they are simply unsure about the result. Ultimately, the people of Bridgewater do not want their town to become a tourist destination. Residents feel strongly that too much development could result in a pedestrian circulation system which could threaten the rural character of the town.

Comments and participation from residents and officials at the workshop ranged from total support to no support. The most obvious limitation of this or any method of community input is that only the parties who are interested express their opinions. However, this method also provides the opportunity for any citizen to be heard. The workshop structure specifically encouraged individuals to express their opinions without interruption. The community input period provided for several opinions and suggestions to be expressed. The result is a plan shaped from consensus.





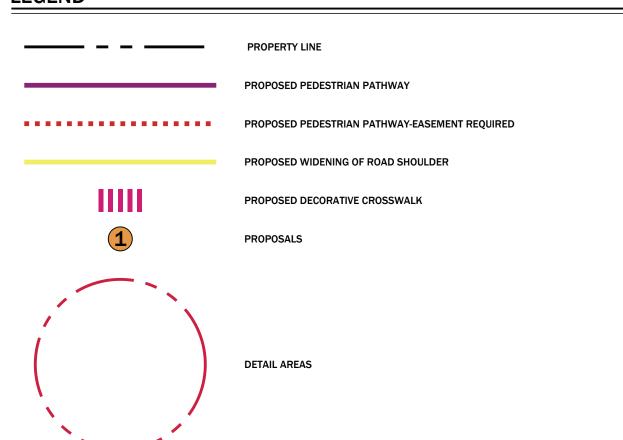
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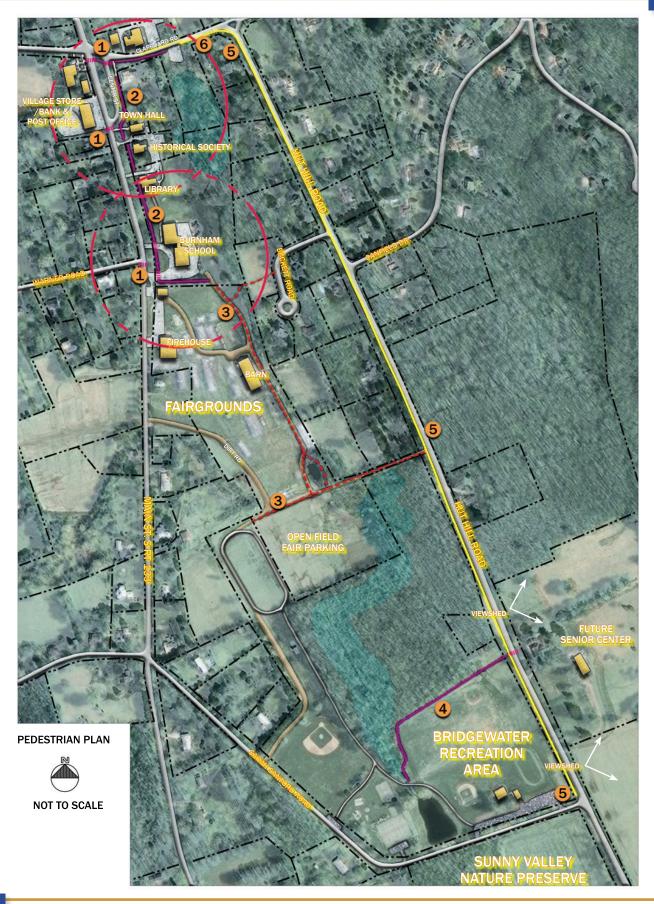


PROPOSALS

- 1. NEW CROSSWALKS WITH DECORATIVE PAVEMENT
- 2. NEW PEDESTRIAN PATHWAYS CONNECTING TOWN HALL, HISTORIC CENTER, LIBRARY AND BURNHAM SCHOOL
- 3. NEW PEDESTRIAN PATHWAYS WITH REQUIRED EASEMENTS TO IMPROVE CONNECTION BETWEEN CENTER OF TOWN AND RECREATION CENTER
- 4. NEW PEDESTRIAN PATHWAY CONNECTING RECREATION AREA TO NEW SENIOR CENTER
- 5. NEW `SHOULDER AREA' ALONG HUT HILL ROAD FOR PEDESTRIANS AND BICYCLISTS
- 6. EXPANDED `SHOULDER AREA' ALONG SOUTH SIDE OF CLAPBOARD ROAD FOR PEDESTRIANS AND BICYCLISTS(FURTHER STUDY REQUIRED TO ADDRESS IMPACT ON RIGHT OF WAY AND TREES ON NORTHSIDE OF CLAPBOARD ROAD)

LEGEND





PROPOSALS

- 1. RESTRICT CENTER STREET TRAVEL TO ONE WAY NORTH BOUND -RESURFACE WITH DECORATIVE PAVEMENT
- 2. NEW CROSSWALKS WITH DECORATIVE PAVEMENT
- 3. NEW PEDESTRIAN PATHWAY CONNECTING TO PARKING LOT
- 4. WIDEN SHOULDER ALONG SOUTH SIDE OF CLAPBOARD ROAD(FURTHER STUDY REQUIRED TO ADDRESS IMPACT ON RIGHT OF WAY AND TREES ON NORTH SIDE OF CLAPBOARD ROAD)
- 5. NEW PEDESTRIAN PATHWAYS CONNECTING TOWN HALL TO EXISTING WALKS
- 6. NEW PEDESTRIAN PATHWAYS CONNECTING TOWN HALL, HISTORIC CENTER, LIBRARY AND SCHOOL
- 7. REALIGN CURBLINE AT ENTRANCE TO CENTER STREET FROM MAIN STREET
- 8. REALIGN CROSSWALK IN FRONT OF TOWN HALL

LEGEND



DECORATIVE PAVEMENT CROSSWALKS



BIKE LANE PAVEMENT MARKINGS



DECORATIVE CONCRETE PAVEMENT



DECORATIVE CONCRETE PAVERS



TOWN HALL AREA

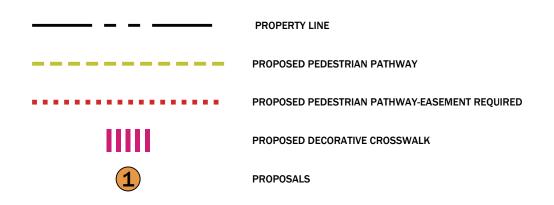


NOT TO SCALE

PROPOSALS

- 1. NEW PEDESTRIAN PATHWAYS CONNECTING SCHOOL TO LIBRARY, HISTORIC CENTER AND TOWN HALL
- 2. REMOVE EXISTING CROSSWALKS
- 3. NEW CROSSWALKS WITH DECORATIVE PAVEMENT
- 4. NEW PEDESTRIAN PATHWAYS CONNECTING SCHOOL TO FAIRGROUNDS
- 5. NEW PEDESTRIAN PATHWAY WITH EASEMENTS CONNECTING BECKETT ROAD TO FAIRGROUNDS
- 6. NEW PEDESTRIAN PATHWAY WITH EASEMENTS TO CONNECT TOWN CENTER WITH RECREATION CENTER

LEGEND



BURNHAM SCHOOL AREA



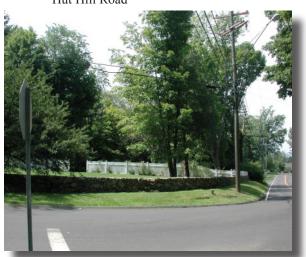
• Add crosswalk at St. Mark's church



Increase shoulder on Clapboard Road*



• Increase shoulder on Clapboard Road and Hut Hill Road*



 Add crosswalk at intersection of Center Street and Clapboard Road



Increase shoulder on Clapboard Road*



• Increase shoulder on Hut Hill Road



• *Further study required to determine the impact on the R.OW. and the trees on the north side of Clapboard road

• Increase shoulder on Hut Hill Road



• Extend trail from Recreation Center to fairgrounds



• Trail through fairgrounds



Proposed area for pathway from Senior Center



• Improve path from fairgrounds to Hut Hill Road



• Trail at rear of fairgrounds

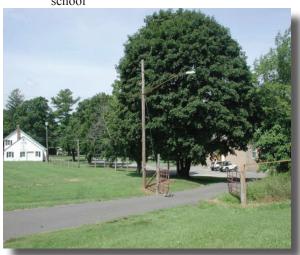


BRIDGEWATER CENTER PEDESTRIAN PLAN

• Improve pathway from fairgrounds to Beckett Road



Connect trails from fairgrounds to school



Remove existing crosswalk at school



• Add trail to connect Beckett Road to existing paved pathway at fairgrounds



• Proposed area for walk from fairgrounds to school



Remove existing crosswalk at school



 Proposed area for walk from school to library



• Proposed area for walk from Library to Historic Center



Restrict Center Street traffic from Route 133 to one way. Adjust curbline to slow traffic & improve pedestrian sight lines



 Proposed area for walk from Library to Historic Center



• Realign existing crosswalk at Town Hall



 Connect and improve existing walk on Center Street









Conclusion: One step at a time

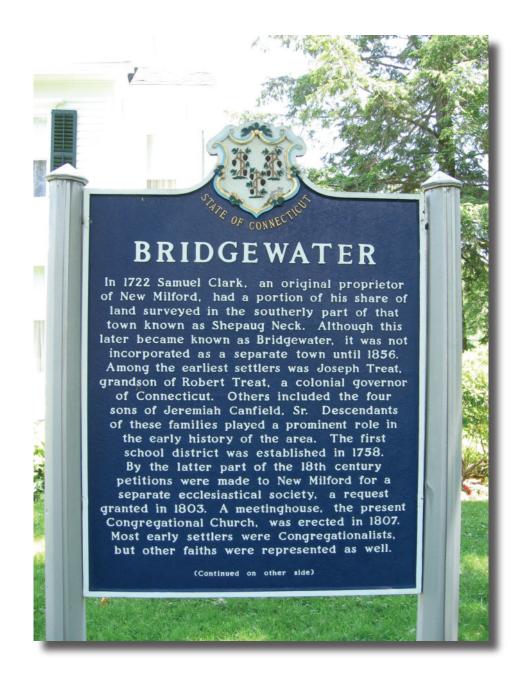
Pedestrian pathways and trails are designed not only to connect, but to enhance, to educate, and to provide for recreation. All of these benefits can be delivered while maintaining Bridgewater's beloved rural character.

Bridgewater's main pedestrian challenges are its current layout and preservation of its rural character. The Bridgewater Center Pedestrian Plan is a vision and a guide. Its goal is to provide a means to connect the people of Bridgewater to the town.

The recommendations of this plan were meant to be site specific for a small rural town. Accordingly, its recommended actions would seem inappropriate if applied on a larger scale to a more heavily populated "downtown" area.

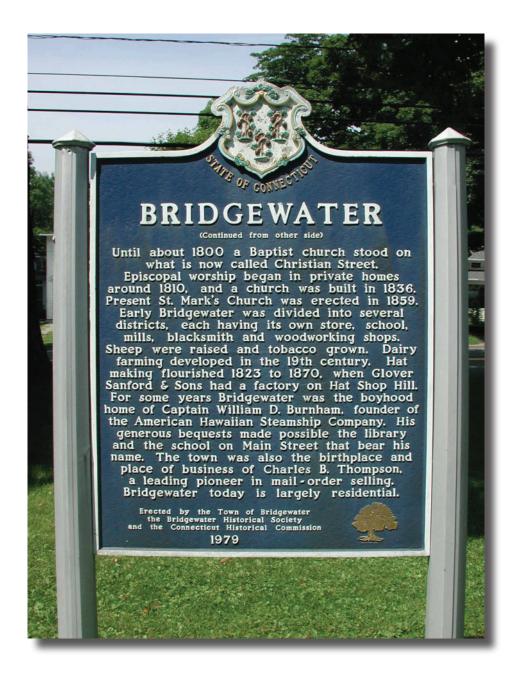
The Bridgewater community was explicit in its desire to keep the rural character of their town intact. However, maintaining Bridgewater's rural character should not mean that people are eliminated from the equation. The town can be available to pedestrians while at the same time maintaining Bridgewater's rural character.

Allowing the people of Bridgewater to subtly interact and experience their community on foot can only improve the quality of life for them as well as their community.



Appendix

Reports and Resources



GIS Sources

The Center for Land Use Education and Research (CLEAR), at the University of Connecticut. CLEAR provides information, education, and assistance to land use decision makers on how better to protect natural resources while accommodating economic growth. CLEAR conducts remote sensing research, develops landscape analysis tools and training, and delivers outreach education programs. CLEAR is made up of several programs, ranging in geographical scope and topical focus, including NEMO. http://www.clear.uconn.edu

Department of Environmental Protection Store (DEP), DEP Store sells data CDs of natural resources information such as aquifer protection areas, land use/cover, drainage basin boundaries, surficial materials, and leachate and wastewater discharge sites that can be used in GIS.

http://www.dep.state.ct.us/store/

Environmental and Geographic Information Center (EGIC). DEP's EGIC publicly distributes a wide array of information on the state's land, water, plant, and animal resources via paper maps and reports, open file documents, and digital GIS formats. The DEP also has a grant program to assist non-governmental organizations, including volunteer-based local commissions, with the use of GIS. EGIC, (860) 424-3540, the DEP Store, (860) 424-3540, DEP Technical Publications Office, (860) 424-3555. For EGIC grant information or Deborah Dumin, DEP/EGIC Program, (860) 424-3595.

Regional Planning Organizations (RPO). RPOs may have GIS data and maps for the towns that are included in their boundaries. http://www.opm.state.ct.us/igp/rpos/rpo.htm

State Agencies

The Connecticut Rural Development Council (CRDC). CRDC is a voluntary partnership organization formed by the state and the U.S. Dept. of Agriculture in 1994. Its mission is to develop strategies to help improve employment opportunities, incomes and the well-being of rural communities in Connecticut. The public and elected officials and town leaders are invited to attend the meeting in their region. http://www.ruralct.org/

Department of Agriculture. This department administers the state's Farmland Preservation Program, which purchases development rights on select farms throughout Connecticut. http://www.ct.gov/doag

Department of Environmental Protection (DEP). DEP works to conserve, improve, and protect the environment and natural resources of the state, including open space, land and water issues. http://dep.state.ct.us. DEP Store, (860) 424-3555. Technical Publications Office, (860) 424-3540.

Department of Public Health (DPH). DPH works to ensure that public water supply systems comply with state and federal laws, reviews permits for the sale and/or change-in-use of water company-owned lands, and reviews long term water supply plans. http://www.dph.state.ct.us

Department of Public Utility Control (DPUC). DPUC regulates public- and investor-owned water companies that serve at least 50 customers, reviews all water supply plans for the state and makes recommendations to DPH, and oversees the sale of water company-owned lands. http://www.state.ct.us/dpuc/

Federal Agencies

My Watershed.Org. This site educates residents in eight states about watersheds and non-point source pollution, offering new ways for residents to view and improve their surroundings, thereby improving water quality within watersheds. http://www.mywatershed.org/

Soil and Water Conservation Districts. These districts provide technical assistance and education on agricultural and natural resource issues to towns, farmers, and individuals. There are seven conservation districts in Connecticut, located in Fairfield, Hartford, Litchfield, Middlesex, New Haven, New London, Tolland, and Windham counties.

Natural Resources Conservation Service (NRCS). NRCS has scientists and community planners available to help locales with different aspects of the open space planning process, including public involvement, natural resource assessments, and the definition of conservation goals.

http://www.ct.nrcs.usda.gov/

Non Profit Agencies

The Trust for Public Land (TPL). A national nonprofit working exclusively to protect land for human enjoyment and well-being. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. TPL Connecticut office is located in New Haven, (203) 777-7367. http://www.tpl.org/connecticut/

American Farmland Trust (AFT). AFT is the only nationwide nonprofit organization dedicated exclusively to protecting agricultural resources. AFT has a Connecticut office, (202) 331-7300. http://www.farmland.org/

Connecticut Association of Conservation and Inland Wetlands Commission. This entity provides timely information and education to all of the municipal Conservation and Inland Wetland Commissions in Connecticut, establishes Conservation Commissions in towns where they do not exist, provides coordination and assistance in carrying out the purposes of Conservation and Inland Wetland Commissions, and educates Connecticut citizens in the preservation and management of natural resources. http://www.caciwc.org/

Connecticut Chapter of American Planning Association (CCAPA). The CCAPA is dedicated to advancing the practice of good planning in Connecticut by providing its members with up-to-date information about current planning issues and techniques, by building public and political awareness of the importance and benefits of good planning and by bringing the Chapter's diverse membership together from throughout the state to share experiences with colleagues. http://www.ccapa.org/

Connecticut Farmland Trust. This organization partners with towns and land trusts to identify threatened farms and opportunities for land protection. (860) 247-0202. http://www.ctfarmland.org

Connecticut Fund for the Environment (CFEV). CFEV is the state's non-profit legal champion for the environment. Working with thousands of citizen activists, other environmental groups and elected officials, CFE uses law, science and education to improve air and water quality, control toxic contamination, minimize the adverse impacts of highways and traffic congestion, protect public water supplies and preserve the open space and wetlands so crucial to both the state's citizens and its wildlife. http://www.cfenv.org/

The Conservation Fund. This organization forges partnerships to preserve our nation's outdoor heritage – America's legacy of wildlife habitat, working landscapes and community open-space. (703) 525-6300. http://www.conservationfund.org/

Green Valley Institute. Green Valley is dedicated to improving the knowledge base from which land use and natural resource decisions are made and building local capacity to protect and manage natural resources as our region grows. http://www.thelastgreenvalley.org/

Land Trust Alliance (LTA). LTA provides resources, leadership, and training to the nation's 1,200-plus nonprofit, grassroots land trusts, helping them to protect important open spaces. (203) 638-4745. http://www.lta.org/

Natural Resources Council of Connecticut. This organization was founded to help educate the public concerning the need to protect the natural resources of Connecticut. http://www.engr.uconn.edu/environ/nrcc/index.htm

The Nature Conservancy (TNC). TNC is an international organization that works to preserve the plants, animals, and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive. (860) 344-0716. http://nature.org/

Rails to Trails Conservancy. This organization supports local efforts to transform the dream of a trail into a tangible community asset by promoting policy at the national and state levels to create the conditions that make trail building possible. (508) 755-3300. http://www.railtrails.org/

River and Watershed Organizations

Connecticut River Watershed Council, Inc. (CRWC). CRWC promotes the protection, restoration and wise development and use of the natural, scenic and community resources in the 11,260 square-mile Connecticut River watershed in Connecticut, Massachusetts, New Hampshire and Vermont. (413) 529-9500. http://www.ctriver.org/

Housatonic Valley Association (HVA). HVA works to conserve the natural character and environmental health of communities in the Housatonic River watershed by restoring and protecting lands and waters for this and future generations. http://www.hvathewatershedgroup.org/

The Rivers Alliance of Connecticut. This statewide coalition of river organizations and individuals was established to protect and enhance Connecticut's rivers. The group maintains records on the many local, state, and federal organizations dedicated to preserving water quality. (860) 693-1602. http://www.riversalliance.org/

River Network. The mission of the River Network is to help people understand, protect and restore rivers and their watersheds. http://www.rivernetwork.org/

Outdoor Educational Organizations

The Center for Land Use Education and Research (CLEAR), at the University of Connecticut. CLEAR provides information, education, and assistance to land use decision makers on how better to protect natural resources while accommodating economic growth. CLEAR conducts remote sensing research, develops landscape analysis tools and training, and delivers outreach education programs. CLEAR is made up of several programs, ranging in geographical scope and topical focus, including NEMO. http://www.clear.uconn.edu

Land Conservation Methods

Doing Deals: A Guide to Buying Land for Conservation. Written by the Trust for Public Land and published by LTA, this book includes information on working with landowners, surveys, appraisals, working with government agencies and negotiating. (202) 638-4725. http://www.lta.org/

Saving American Farmland: What Works. This comprehensive guidebook examines tools and strategies that people use to protect farmland and includes case studies of successful programs in California, Maryland, and Washington. (800) 370-4879. http://www.farmland.org/merch/pub orderform.pdf

Municipal Funding Guides

Local Parks, Local Financing, Volume I: Increasing Public Investment in Parks and Open Space. This TPL report takes a close look at the revenue-generating options granted by the states to local governments, and a variety of ways in which communities are using these tools to support parks, open space, and recreational facilities. http://www.tpl.org/tier3 cdl.cfm?content_item_id=1048&folder_id=825

Local Parks, Local Financing, Volume II: Paying for Urban Parks Without Raising Taxes. This TPL report examines ways in which communities can fund urban parks and recreational facilities through the use of fees, donations, and corporate donations. http://www.tpl.org/tier3_cdl.cfm?content_item_id=1110&folder_id=826

State Funding Sources

Recreation and Natural Heritage Trust Program. The program enables outside groups, typically municipalities or nonprofit organizations, to assist the state in acquiring properties. http://dep.state.ct.us/ Search "Recreation".

Open Space and Watershed Land Acquisition Grant Program. This program awards grants to municipalities and nonprofit land conservation organizations for up to 50 percent of the land's fair market value. http://dep.state.ct.us/ Search "Open Space".

Charter Oak Open Space. This program awards matching grants to municipalities and nonprofits for acquisition of open space or conservation easements. http://dep.state.ct.us/ Search "Charter Oak".

Public Act 490. Public Act 490 (Connecticut General Statutes Sections 12-107-a through 107-f) allows a farm, forest, or open space land to be assessed at its use value rather than its fair market or highest and best use value for purposes of local property taxation. www.state.ct.us/doag Search "Public Act 490".

Farmland Preservation Program. Through this program the Connecticut Department of Agriculture preserves farmland by acquiring development rights to agricultural properties. (860) 713-2511.

www.state.ct.us/doag Search "Farmland Preservation".

Federal Funding Sources

North American Wetlands Conservation Act (NAWCA). This program provides matching grants to private or public organizations or to individuals who have developed partnerships to carry out wetlands conservation projects in the United States, Canada, and Mexico. http://northamerican.fws.gov/NAWCA/grants.htm

Farm and Ranchland Protection Program (FRPP). FRPP provides matching funds to help state, tribal, or local governments and non-governmental organizations purchase development rights to keep productive farm and ranchland in agricultural uses. (202) 720-9476. http://www.nrcs.usda.gov/programs/frpp/index.html

Forest Legacy. The Forest Legacy Program is a partnership between participating states and the USDA Forest Service to identify and help protect environmentally important forests from conversion to non-forest uses. (603) 868-7695.

http://www.fs.fed.us/na/durham/legacy/index.shtml

In Connecticut, (860) 424-3634.

http://www.dep.state.ct.us/burnatr/forestry/index.htm

Transportation Efficiency Act for the 21st **Century (TEA-21 Funding).** Administered by the U.S. Department of Transportation, TEA-21 is a six-year transportation funding bill which includes monies for the following types of transportation enhancements projects (in addition to traditional road building): land acquisition and infrastructure development of pedestrian and bike trails, provisions of safety and educational activities for pedestrians and bicyclists, historic preservation, conversion of railway corridors to trails, scenic or historic highway programs, and water pollution mitigation. http://www.fhwa.dot.gov/tea21/index.htm

Coastal and Estuarine Land Conservation Program. This NOAA program funds grants to states and local governments for the cost of land acquisition and restoration in a state's coastal zone.

http://www.noaa.gov/coasts.html

Clean Water State Revolving Fund (CWSRF). CWSRF programs provided an average of \$3.8 billion over the past five years to fund water quality protection projects for wastewater treatment, non-point source pollution control, and watershed and estuary management.

http://www.epa.gov/owm/cwfinance/cwsrf/index.htm

Private Funding Sources

The Foundation Center. The Foundation Center provides resources, directories, and training opportunities for grant seekers on their website. http://fdncenter.org/

Connecticut Council for Philanthropy. The Council provides a list of foundations operating in the state. (860) 626-5585. http://www.ctphilanthropy.org

Environmental Grantmakers Association (EGA). EGA supports member organizations in grantmaking that protects the environment and its inhabitants, and to provide means for them to connect with, encourage, and challenge one another; explore environmental issues and grantmaking; and promote, diversify, and expand environmental philanthropy.

http://www.ega.org/

August 27, 2007

Ms. Jane Didona Didona Associates Landscape Architects, LLC 70 North Street, Suite 301 Danbury, Connecticut 06810

Subject: Traffic Evaluation Bridgewater Center, Bridgewater, Connecticut

Dear Ms. Didona:

As requested, we have reviewed all available information provided for the roadways near and surrounding the Bridgewater Center Business District. These roads include State Route 133, Clapboard Road and Hut Hill Road.

The purpose of our evaluation and assistance to your office was to identify possible traffic calming measures along these roadways and specifically address vehicular activity and pedestrian safety in the Business District and near the Town Recreation Area and the Fairgrounds.

Roadways

State Route 133, also designated Main Street, is generally a north-south, two-lane roadway serving the Town of Bridgewater. This road not only functions as a local road providing access to adjacent properties and businesses within the Business District; however, also functions as a through road and a commuter route for residents of Bridgewater and neighboring Towns. This road generally provides a double yellow centerline, shoulder lines and posted speed limits of 30 to 40 miles per hour in the immediate vicinity of the Business District and near the Fairgrounds. Side road approaches are typically controlled with STOP signs; however, the intersection of Main Street/Clapboard Road/Hat Shop Hill Road is controlled with STOP signs at each approach to the intersection.

Crosswalks are provided at key locations in the Business District and immediately near the Burnham School, Warner Road and near Center Street. This road generally does not have

Ms. Jane Didona Page 2 August 27, 2007

any sidewalks; however, partial walkways are provided near St. Mark's Church north of the general store and bank.

Clapboard Road is an east-west, two-lane roadway which generally provides a double yellow centerline and shoulder lines; however, no paved shoulders or walkways.

In the vicinity of the Bridgewater Congregational Church and the intersection of Center Street, there is one crosswalk provided east of the Center Street intersection and immediately in front of the Bridgewater Congregational Church.

Hut Hill Road is a north-south, two-lane, Town-maintained roadway. This road is generally flat and straight and has a pavement width of approximately 24 feet and with no pavement markings. The intersection of Clapboard Road and Hut Hill Road is controlled with STOP signs at the Y-type intersection.

Center Street is a short, wide, two-way roadway, with no pavement markings. It is located in the Business District and begins to the north at the Clapboard Road intersection and terminates a short distance to the south at Main Street. This road actually functions as a bypass to the STOP signs at the intersection of Main Street and Clapboard Road/Hat Shop Hill Road. Photographs of area roadways included in this Study Area are included in the Appendix of this report.

Traffic Volumes

Traffic volume data available from the Connecticut Department of Transportation (ConnDOT) for Main Street, which is designated State Route 133, indicates it carries an average weekday daily volume of approximately 4,400 vehicles. These volumes were obtained by ConnDOT in 2005. During the morning peak hour, which generally occurs between 7:00 and 8:00 A.M., it has a two-way volume of approximately 515 vehicles. The weekday afternoon peak hour generally occurs between 5:00 and 6:00 P.M. and has a recorded volume of 450 vehicles. Traffic volume data obtained from ConnDOT is included in the Appendix of this report.

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Traffic volume data obtained from ConnDOT for Clapboard Road, which is designated State Route 867, had a typical daily two-way volume of 2,300 vehicles, which was recorded in 2005. The morning peak hour has a two-way volume of approximately 180 vehicles. The typical weekday afternoon peak hour volume is 260 vehicles. Summaries of this traffic volume data are included in the Appendix of this report.

Accident Experience

Accident data was obtained from ConnDOT for a period between January 1, 2003 through September 30, 2006. A review and summary of the accident data for State Route 133 in the Business District indicates few or no reported accidents during this period. Summaries of the accident data obtained from ConnDOT are included in the Appendix of this report.

Traffic and Pedestrian Evaluation

Field observations were conducted during different time periods during the week and on a typical Saturday in late June and during the Summer months. Field observations indicate generally low volumes of traffic and little or no congestion, except for a higher percentage of traffic during the typical commuter peak hours.

It was observed that motorists are driving at or above the posted speed limit on State Route 133 due to the limited activity.

Traffic volumes on Clapboard Road and to a greater degree on Hut Hill Road are low and the operating speeds of motorists are higher than the posted speed limits. This is especially the case on both Main Street and Hut Hill Road.

To discourage and potentially reduce speed of motorists traveling on Main Street, one recommendation is always to increase enforcement and maintain this enforcement over a period of time in different times of the day and different days of the week. However, it is understandable that this type of enforcement is difficult and; therefore, other means should be explored to reduce speed in the Bridgewater Center, which should be considered between the Clapboard Road intersection and the Fairgrounds. Traffic calming measures, which include different pavement treatment at crosswalks, reduced pavement widths, or different

Ms. Jane Didona Page 4 August 27, 2007

types of pavement markings, are possible methods to reduce speed. However, the only possible option to reduce speed on Main Street would be to provide different pavement treatment at crosswalks.

To enhance pedestrian activity, it is recommended the Town consider the development of walkways between the Center and the Fairgounds to the south. This walkway could provide access to the Town Hall, Library, School and Fairgounds. It would be important to continue this walkway through the Fairgrounds or adjacent to the Fairgrounds to the recreation area, which is located to the south at the Hut Hill Road/Sarah Sanford Road intersection.

It is recommended that the existing crosswalk near Town Hall be shifted out of the intersection with Center Street and redeveloped perpendicular to the Main Street travel lanes. This crosswalk should be tied into the existing or future walkways.

To enhance pedestrian and vehicular activities in the immediate vicinity of Main Street at Center Street and Clapboard Road, it is recommended that Center Street be converted to a one-way roadway for northbound traffic flow. It is further recommended that turning movements at the Clapboard Road intersection be limited to right-turn movements, if possible.

The pavement texture of Center Street could be modified to reflect more of a pedestriantype appearance and this could reduce the speed of motorists traveling on this and road and encourage more pedestrian activities between Center Street and the businesses and churches in the immediate vicinity of this roadway.

On Clapboard Road, between the intersection of Main Street and Hut Hill Road, the Town should consider providing a walkway for pedestrians along the southerly side of this roadway. Field observations indicate it would be very difficult to actually provide a walkway; therefore, it may be more appropriate to expand the existing paved shoulder area so that pedestrians have an opportunity to walk along the southerly side of this roadway between Main Street, Center Street and Hut Hill Road.

It is recommended the existing crosswalk on Clapboard Road east of the Center Street intersection be shifted to the Center Street intersection, if possible.

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To potentially reduce vehicular speed on Hut Hill Road and provide an improved area for pedestrian activity, if a walkway is not provided between the Business District, Fairgrounds and recreation area, it is recommended that an off-set centerline be installed on this roadway so that a four-foot wide "shoulder area" can be provided for pedestrians and bicyclists. This shoulder area could be provided from Clapboard Road to the recreation area to the south.

We trust this information will assist the Town and your office in its ongoing evaluation of pedestrian activities and vehicular activity within the Business District, near the Fairgrounds and near the Town's recreation area.

Sincerely,

Michael A. Galante Executive Vice President

Attachments

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HUT HILL ROAD SOUTH OF CLAPBOARD ROAD



HUT HILL ROAD NEAR RECREATION AREA



CLAPBOARD ROAD EAST OF MAIN STREET



CLAPBOARD ROAD WEST OF HUT HILL ROAD



MAIN STREET FACING NORTH, SOUTH OF HAT SHOP ROAD/CLAPBOARD ROAD



MAIN STREET FACING SOUTH, SOUTH OF HAT SHOP ROAD/CLAPBOARD ROAD



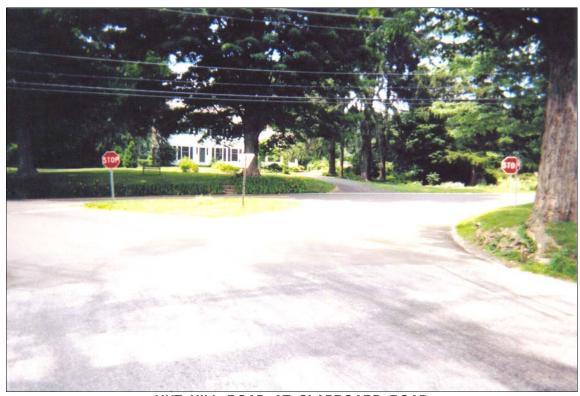
CENTER STREET FACING SOUTH FROM CLAPBOARD ROAD



CLAPBOARD ROAD FACING EAST AT CENTER STREET



MAIN STREET FACING NORTH AT CENTER STREET



HUT HILL ROAD AT CLAPBOARD ROAD



CLAPBOARD ROAD AT HUT HILL ROAD



HUT HILL ROAD SOUTH OF CLAPBOARD ROAD



MAIN STREET AT FIREHOUSE

OPINION OF COST

PROVIDED BY:

DIDONA ASSOCIATES - LANDSCAPE ARCHITECTS, LLC

70 NORTH STREET DANBURY, CONNECTICUT 06810 (203) 778 1840

PROJECT: Bridgewater Pedestrian Plan

Preliminary Opinion of Cost DATE: 03.18.08

ITEM	UNIT	COST/UNIT	COST	COST	COST
General conditions	LS	LS	\$ 34,317.49	\$ 27,908.29	\$ 25,161.49

ITEM	UNIT	COST/UNIT	COST	COST	COST
Earthwork	LS	LS	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Demolition	10429 SF	\$ 2.00 SF	\$ 20,858.00	\$ 20,858.00	\$ 20,858.00
SUBTOTAL			\$ 35,858.00	\$ 35,858.00	\$ 35,858.00

ITEM	UNIT	COST/UNIT	COST	COST	COST
Pedestrian Pathways			Decorative concrete	Concrete	Bituminous concrete
-Decorative concrete	9156 SF	\$ 13.00 / SF	\$ 119,028.00	\$ 0.00	\$ 0.00
-Concrete	9156 SF	\$ 6.00 / SF	\$ 0.00	\$ 54,936.00	\$ 0.00
-Bituminous Concrete	9156 SF	\$ 3.00 / SF	\$ 0.00	\$ 0.00	\$ 27,468.00
Pedestrian Pathways - Easement required					
-Bituminous Concrete	10360 SF	\$ 3.00 / SF	\$ 31,080.00	\$ 31,080.00	\$ 31,080.00
Decorative pavement -Center Street	10,429 SF	\$ 13.00 / SF	\$ 135,577.00	\$ 135,577.00	\$ 135,577.00
4" Epoxy Resin Pav't Markings - Bike Lane	5,278 LF	\$ 0.25 / LF	\$ 1,319.50	\$ 1,319.50	\$ 1,319.50
Decorative Pavement Crosswalks	1200 SF	\$13.00 SF	\$ 15,600.00	\$ 15,600.00	\$ 15,600.00
Curbing - Belgian Block	70 LF	\$15.00 LF	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00
Lawn seeding(including topsoil)	9156 SF	\$ 0.40 SF	\$ 3,662.40	\$ 3,662.40	\$ 3,662.40
Subtotal	•		\$ 307,316.90	\$ 243,224.90	\$ 215,756.90

SUBTOTAL	\$ 377,492.39	\$ 306,991.19	\$ 276,776.39
CONTINGENCY-10%	\$ 37,749.24	\$ 30,699.12	\$ 27,677.64
GRAND TOTAL	\$ 415,241.63	\$ 337,690.31	\$ 304,454.03

LS = Lump Sum

EXCLUSIONS: Lighting, Amenities, Permits, Cost of Easements