



Information on Proposed Streetscape Project

Safe
Value Oriented
Understated
Overdue

January 17, 2019

Streetscape Committee

- The Streetscape Committee has been in existence officially since 2010.
- The committee has been working with the guidance of CT DOT and the engineering firm, Milone & MacBroom for over eight and six years, respectively.
- It has visited 25 other towns from the Northwest Corner and other parts of the state to learn how other communities have addressed this issue.
- The recommended project gives the best long-term value and is the solution which almost all other rural communities in the state have chosen.





This is
Greenwich

This is Kent



Infrastructure Investment

- This is an infrastructure investment.
- Sidewalks are like any other asset of the town, they need maintenance and upgrading.
- Safe Sidewalks are a basic need of any community – just like roads, sewers and schools.
- A community project borne by the townspeople makes the project affordable.



Project Boundaries

Route 7 Southern Project Boundaries



Route 7 Northern Project Boundaries



Route 341 Eastern Project Boundaries



Route 341 Western Project Boundaries



Health, Safety and Crosswalks

Health and Safety

- This is a health and safety issue.
- Tens of thousands of people walk on these sidewalks each year – townspeople and visitors.
- Consistent with our aging demographic, many are elderly. Some have physical disabilities.
- The sidewalks are uneven, inconsistent, leave many areas of the village unserved and are poorly lit.
- They do not conform to CT handicap codes or requirements of the Americans with Disabilities Act.



Existing Crosswalks – Route 7



Route 7— Existing Crosswalk



Existing Crosswalk Route 341



Proposed New Crosswalks



Proposed Building Materials

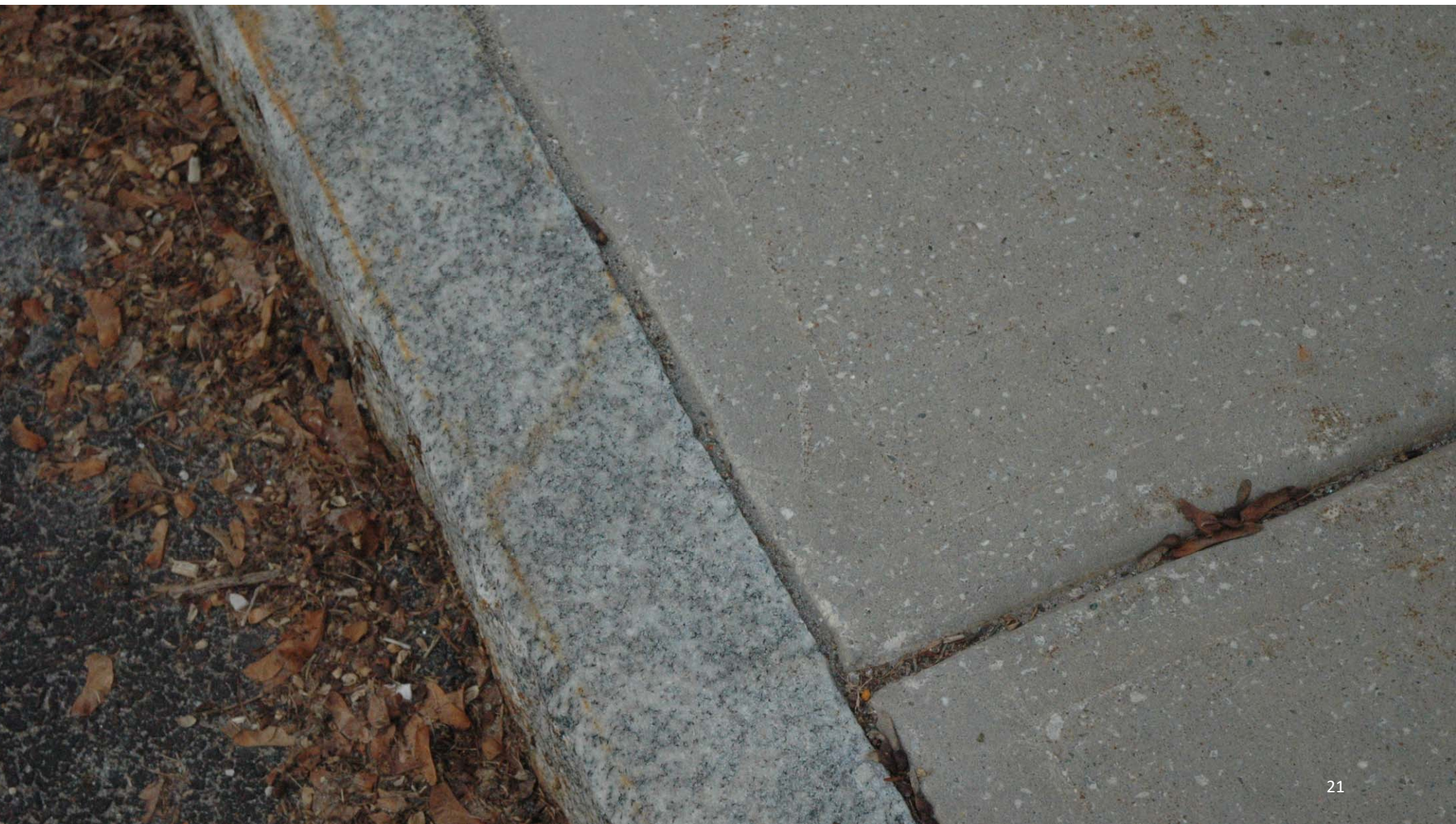
Concrete Sidewalks and Granite Curbing

- Not only will this project enhance safety, it will have a positive economic influence on the entire community.
- If done properly, the streetscape improvements will require minimal maintenance and won't have to be redone for 40-50 years.
- New sidewalks will unite the village center and make it walkable for everyone.
- An attractive streetscape sets the tone for the entire community and demonstrates pride in our home town.



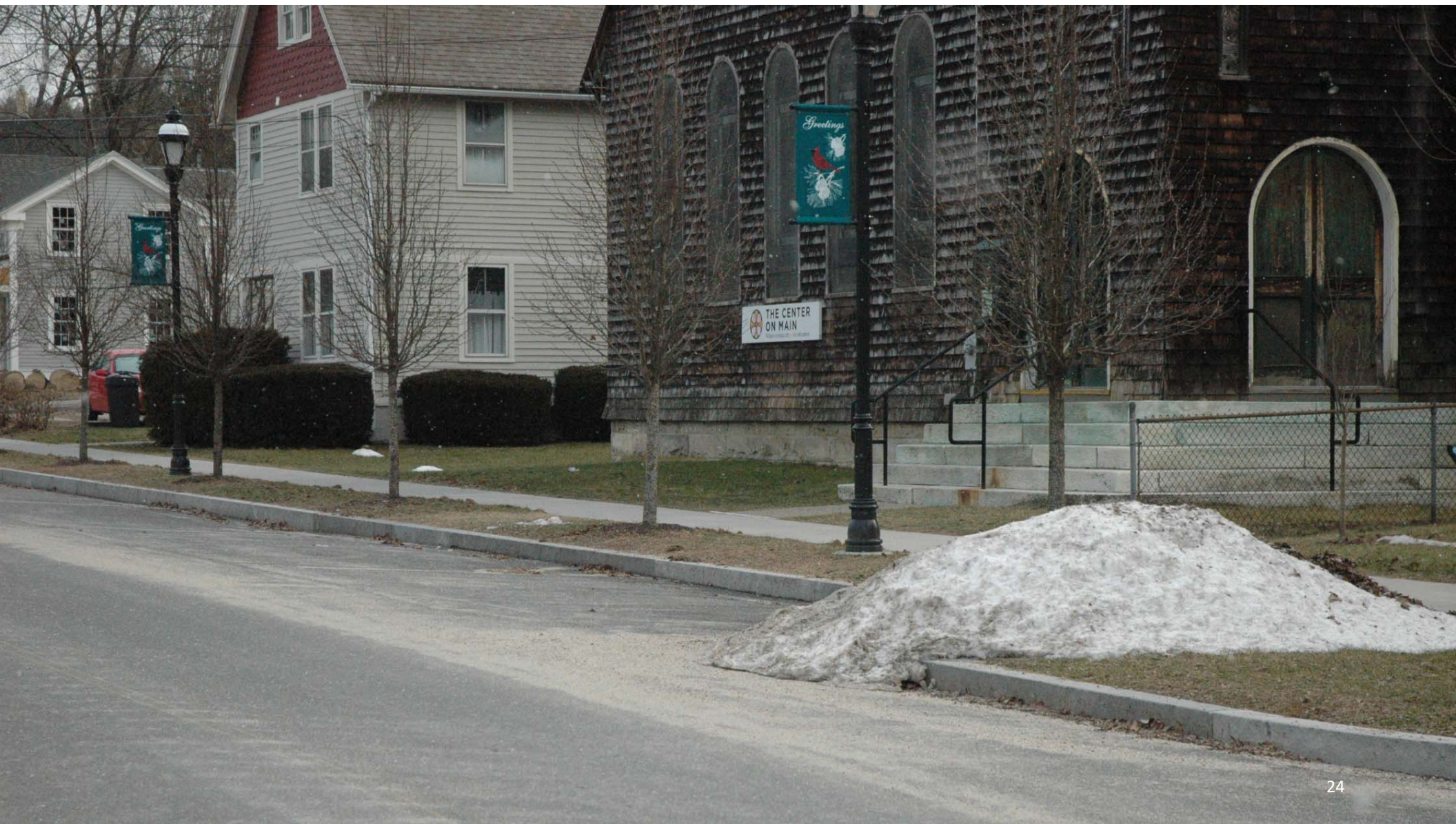












Proposed Building Materials

- Our recommendation for concrete sidewalks and granite curbing was the unanimous choice of the nine committee members who have studied this matter for a period of years. These materials are also the recommendation of our engineering advisors at Milone MacBroom, people who deal with these materials every day. Concrete and granite will provide the best long-term value and pay dividends in terms of long-term durability, structural integrity and appearance.
- If done properly, the streetscape improvements will make our streetscape safe, will require minimal maintenance and won't have to be redone for 40-50 years.
- Please see the links below, particularly the Williams Stone link for the financial analysis of granite curbing vs. concrete or asphalt curbing.
- <https://eastcoatpavement.com/blog/2018/01/25/concrete-sidewalk-vs-asphalt-sidewalk/>
- <http://www.williamsstone.com/documents/11-06-Life-Cycle-Cost.pdf>
- https://www.pwmag.com/facilities/asphalt-vs-concrete-in-trails-and-sidewalks_o
- <https://www.quora.com/Why-are-roads-covered-with-asphalt-and-sidewalks-made-from-concrete>
- <http://americangranitecurb.com/why-use-granite-curb/>

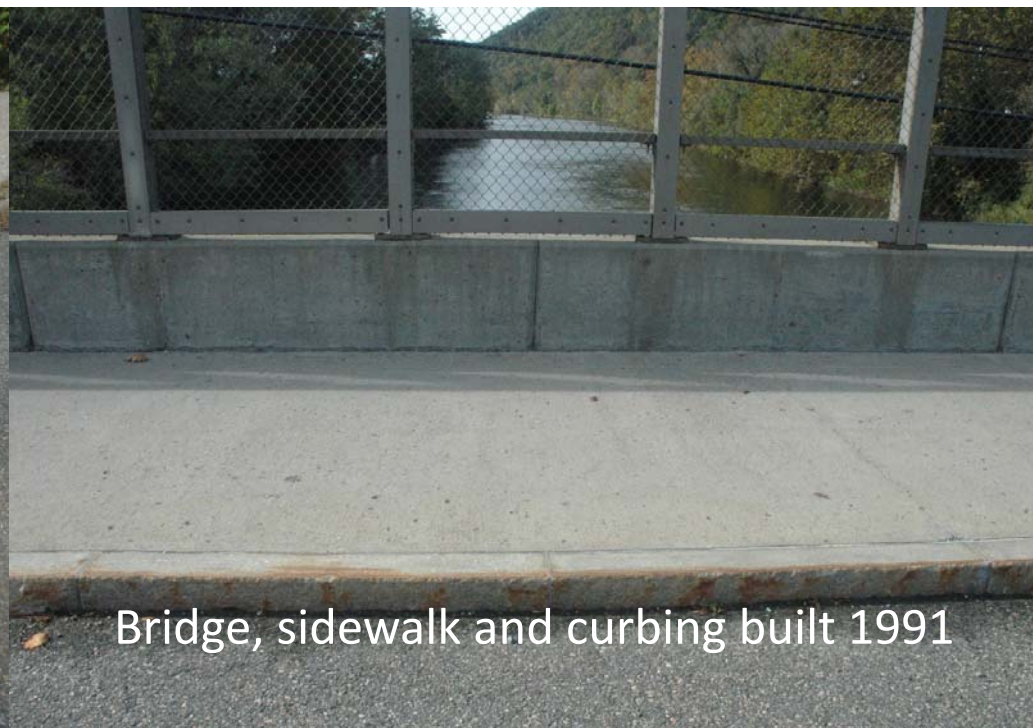


Asphalt sidewalks and concrete curbing at Ten Mile RR Station — opened July 2000

The Bridge



Sidewalk repaved circa 2007



Bridge, sidewalk and curbing built 1991

Ten Mile River Station – Asphalt Sidewalk / Concrete Curb



Current Conditions



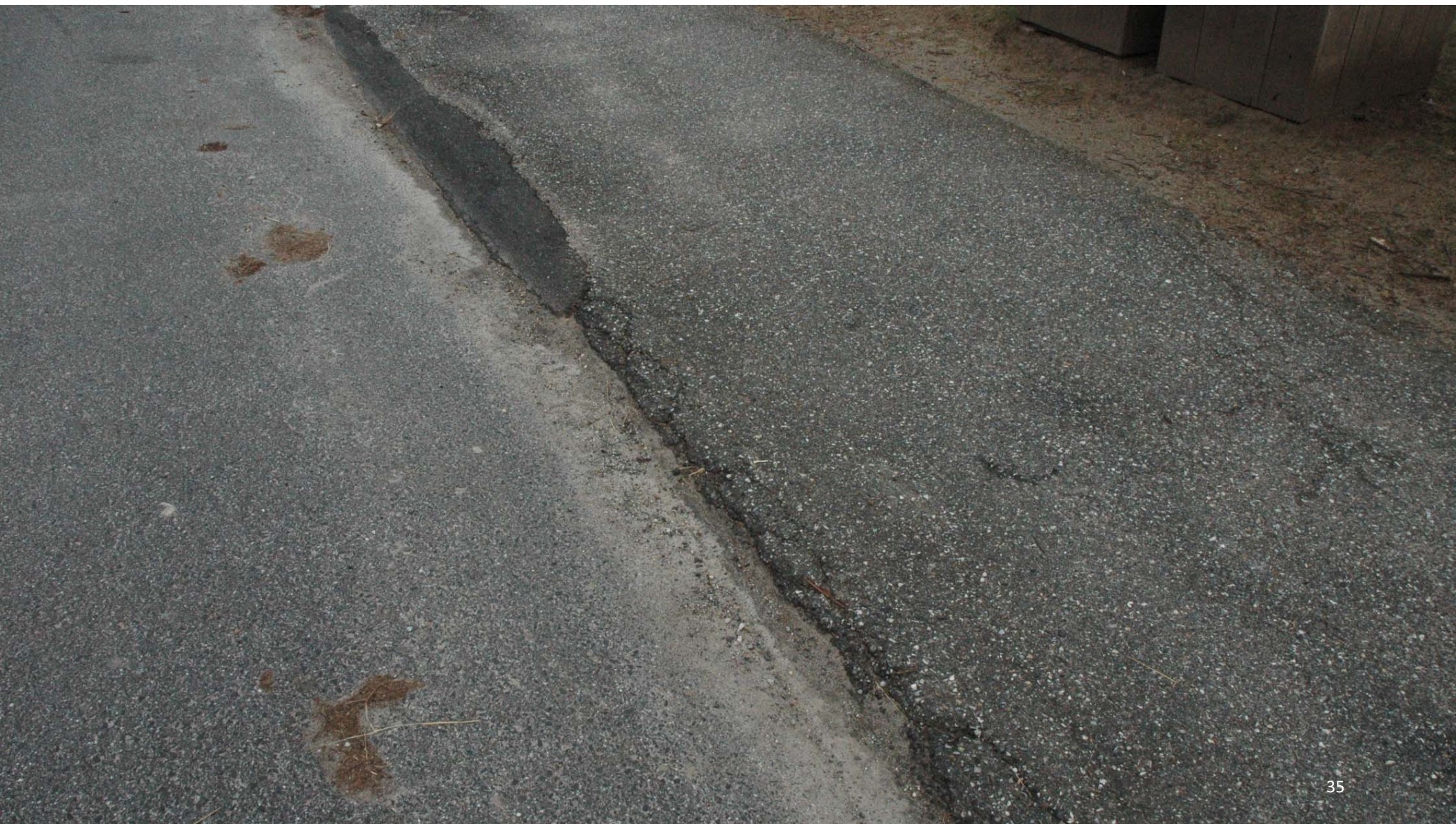


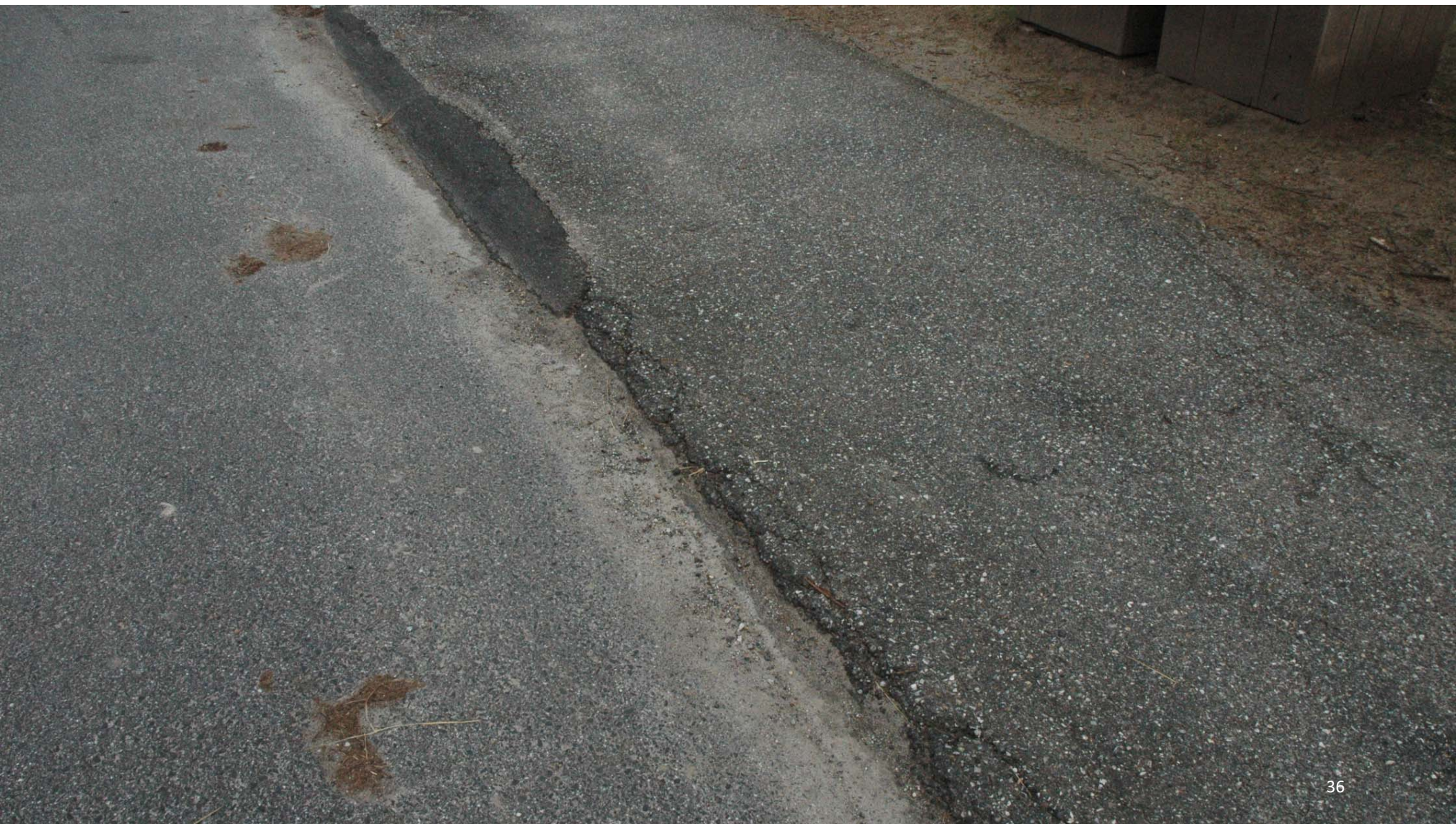












Financial

Recommendations in Order of Preference with Estimated Prices

- Build the entire project on Route 7 and Route 341 using concrete for sidewalks and granite for curbing.
Estimated Cost \$3,800,000
- Build the entire Route 7 portion of the plan using concrete for sidewalks and granite for curbing.
Estimated Cost \$2,660,500
- Build the entire project on Route 7 and Route 341 using concrete for sidewalks and concrete for curbing.
Estimated Cost \$3,483,000



Debt to Be Retired

<u>Project</u>	<u>Annual Debt Service</u>	<u>Final Payment</u>
• Firehouse	\$130,000	Sept. 15, 2018
• KCS Construction	\$421,540	Feb. 01, 2021

Debt to Be Retired Plus Streetscape

Project	Annual Debt Service	Final Payment
• Firehouse	(\$130,000)	Sept. 15, 2018
• KCS Construction	<u>(\$421,540)</u>	Feb. 01, 2021
Total Retired Debt	(\$551,540)	
• Streetscape <i>(Commences 7/1/21)</i>	<u>\$184,473</u>	
Net Debt Reduction	\$367,067	

A Way to Finance

- **Total Project Cost** **\$3,800,000**
- **State Grant** **\$ -500,000**
- **Town Budget** **\$ -80,000**
- **Amount Financed** **\$3,200,000**
(4.00% / 30 years)



A Way to Finance

- Total Project Cost **\$3,800,000**
- State Grant **-\$500,000**
- Town Budget **-\$ 80,000**

- Amount Financed **\$3,200,000**
- Interest **4.00%**
- Term **30 Years**
- Annual Payment **\$ 184,473**



Net Debt Financing Reduction

Even after debt service for the Sidewalk project, we have an annual debt reduction of \$367,067 from previous years' budget.





Thank you.

We are happy to provide additional information.

Streetscape Committee Members

Catherine Bachrach

Jim Blackketter

Michael Everett (Chair)

Hedy Kinney

Stephen Wolf

David Bain

John Casey

John Johnson

Rick Osborne

Bruce Adams