

Putnam to Thompson Air Line Trail Gap Connection Project

Trail Committee Meeting | March 25, 2022



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Putnam to Thompson Air Line Trail Gap Connection Project
Putnam, Connecticut



Project Update

WHAT WE'VE BEEN UP TO

Trail Route Alternatives Evaluation Criteria

Potential Trail Route Alignments

Evaluation Process + Matrix

Preferred Route

Preferred Route - Alternative

Recommended Next Steps

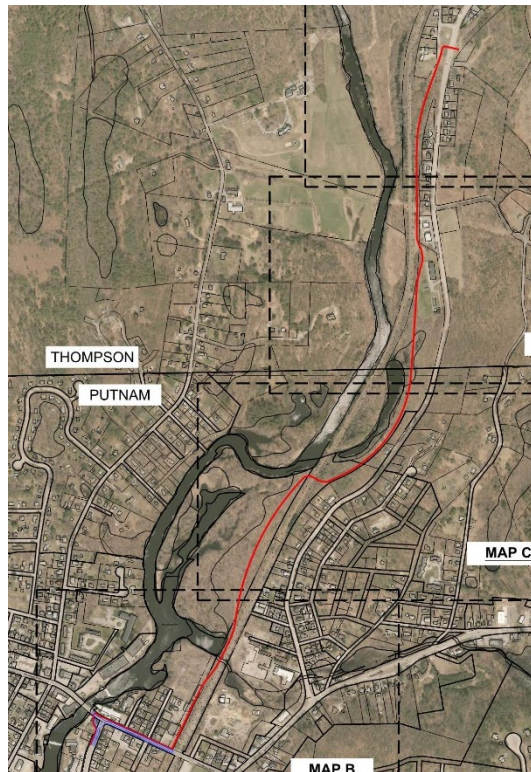
Q & A



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Potential Trail Route Alignments



OPTION 1

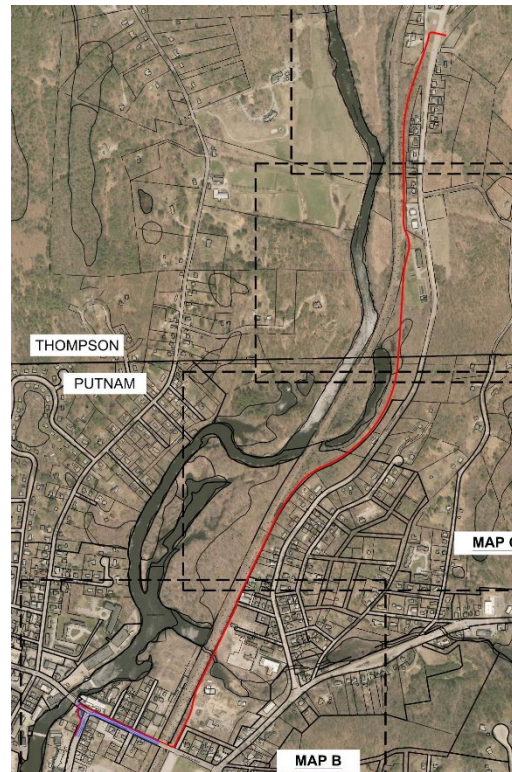
KEY CHARACTERISTICS
Roundabout at
Providence + Kennedy

Side path on
Providence

Off-road WEST of
railroad right of way

Within ACTIVE rail
corridor + rail crossing

Route 12 crossing



OPTION 2

KEY CHARACTERISTICS
Roundabout at
Providence + Kennedy

Side path on
Providence

Off-road EAST of
railroad right of way

Within ACTIVE rail
corridor

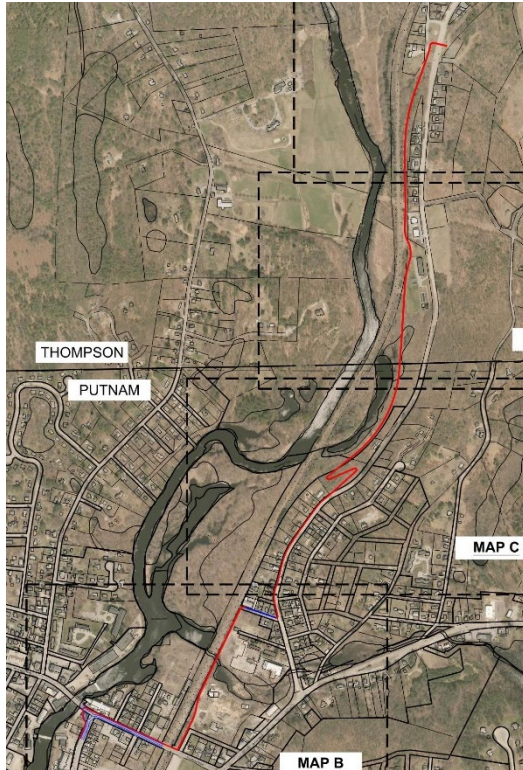
Route 12 crossing



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Weston & SampsonSM

Potential Trail Route Alignments



OPTION 3

KEY CHARACTERISTICS

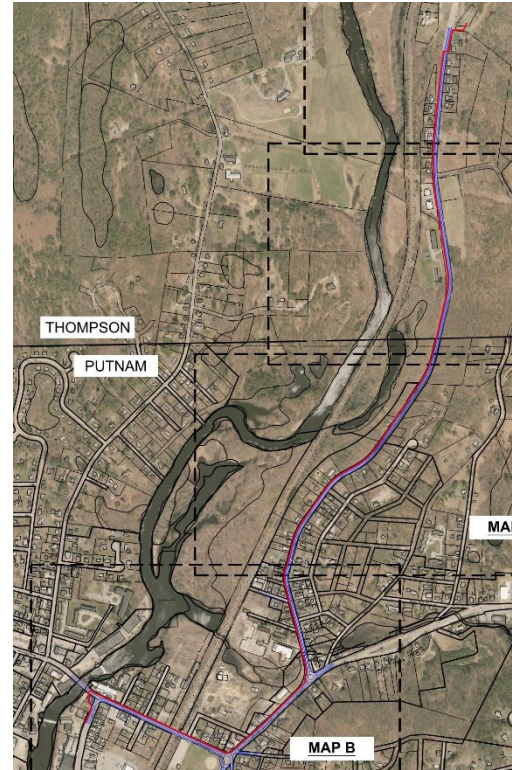
Roundabout at
Providence + Kennedy

Side path on
Providence

Within NON-ACTIVE rail
corridor

Side path at Intervale +
Mechanics

Route 12 crossing



OPTION 4

KEY CHARACTERISTICS

Entire segment is a
SIDE PATH adjacent to
roads

Existing rights of way
have sufficient width for
a side path

Roundabout at
Providence + Kennedy

Roundabout at
Providence + School

Roundabout at School
+ Mechanics

Route 12 crossing



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Evaluation Process + Matrix

CRITERIA

User Quality

Safety

Bike/Pedestrian Connection

Accessibility

Operations

Impact on Vehicle + Roadway Operations

Impact to Property Owner Operations

Accessibility

Feasibility

Engineering

Implementation

Costs



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Evaluation Process + Matrix

TRAIL EVALUATION MATRIX - PATHWAY OPTIONS PUTNAM, AIRLINE GAP MULTI-USE TRAIL									
SELECTION CRITERIA	PRIORITY	RANKING				WEIGHTED SCORE (PRIORITY x RANKING)			
DESCRIPTION	RATING	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 1 SCORE	OPTION 2 SCORE	OPTION 3 SCORE	OPTION 4 SCORE
DOWNTOWN CONNECTIVITY / ACCESS	3	3	3	3	3	9	9	9	9
SAFETY	3	3	3	2	2	9	9	6	6
STREET CROSSINGS (MID-BLOCK)	2	3	3	2	2	6	6	4	4
DRIVEWAY CROSSINGS	1	3	3	2	1	3	3	2	1
RAILROAD CROSSINGS	3	1	3	3	3	3	9	9	9
RAILROAD EASEMENTS NEEDED	5	1	1	2	3	5	5	10	15
PRIVATE PROPERTY EASEMENTS NEEDED	3	1	1	2	2	3	3	6	6
PROPERTY ACQUISITION NEEDED	3	2	2	1	3	6	6	3	9
STREET RECONSTRUCTION NEEDED	3	3	3	2	1	9	9	6	3
PEDESTRIAN BRIDGE NEEDED	2	1	1	3	3	2	2	6	6
STREET INTERSECTIONS	2	3	3	2	2	6	6	4	4
CROSSWALK CONNECTIONS	3	3	3	2	2	9	9	6	6
EXISTING STREET ALIGNMENT IMPACT	3	3	3	2	1	9	9	6	3
ABUTTERS - DRIVEWAY IMPACTS	1	3	2	2	1	3	2	2	1
ABUTTERS - FRONT YARD IMPACTS	2	3	3	2	1	6	6	4	2
TOPOGRAPHY	2	3	3	2	3	6	6	4	6
WETLAND IMPACTS	2	1	1	2	3	2	2	4	6
MAINTENANCE	2	3	3	2	1	6	6	4	2
COST ORDER OF MAGNITUDE	4	1	1	3	1	4	4	12	4
NDDP/ TREE IMPACTS	1	1	2	2	3	1	2	2	3
UTILITY CONFLICTS - OVERHEAD & WATER	1	3	3	3	1	3	3	3	1
TOTALS		48	50	46	42	110	116	112	106

KEY CHARACTERISTICS

Rating of each criteria score was weighted to reflect its importance to Putnam

Railroad Easements Needed rating was weighted much higher due to inherent challenges (time, acquisition cost, design acceptance, etc.)

Highest scoring route is Option 2



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90' ROUNDABOUT

8' WIDE PATH
5' WIDE BUFFER

11' WIDE LANES
2' WIDE SHOULDERS

12' WIDE PATH

POTENTIAL PROPERTY FOR ZONING AMENDMENT REQUIRING TRAIL EASEMENT OR DEVELOPMENT

EASEMENT NEEDED ON PRIVATE PROPERTY

Quinebaug River

Church Street

Providence Street

School Street

Interstate Street

Alpha Street

Gamma Street

Delta Street

Epsilon Street

Zeta Street

Eta Street

Theta Street

Iota Street

Kappa Street

Lambda Street

Mu Street

Nu Street

Xi Street

Omicron Street

Pi Street

Rho Street

Sigma Street

Tau Street

Upsilon Street

Phi Street

Chi Street

Psi Street

Omega Street



Weston & SampsonSM

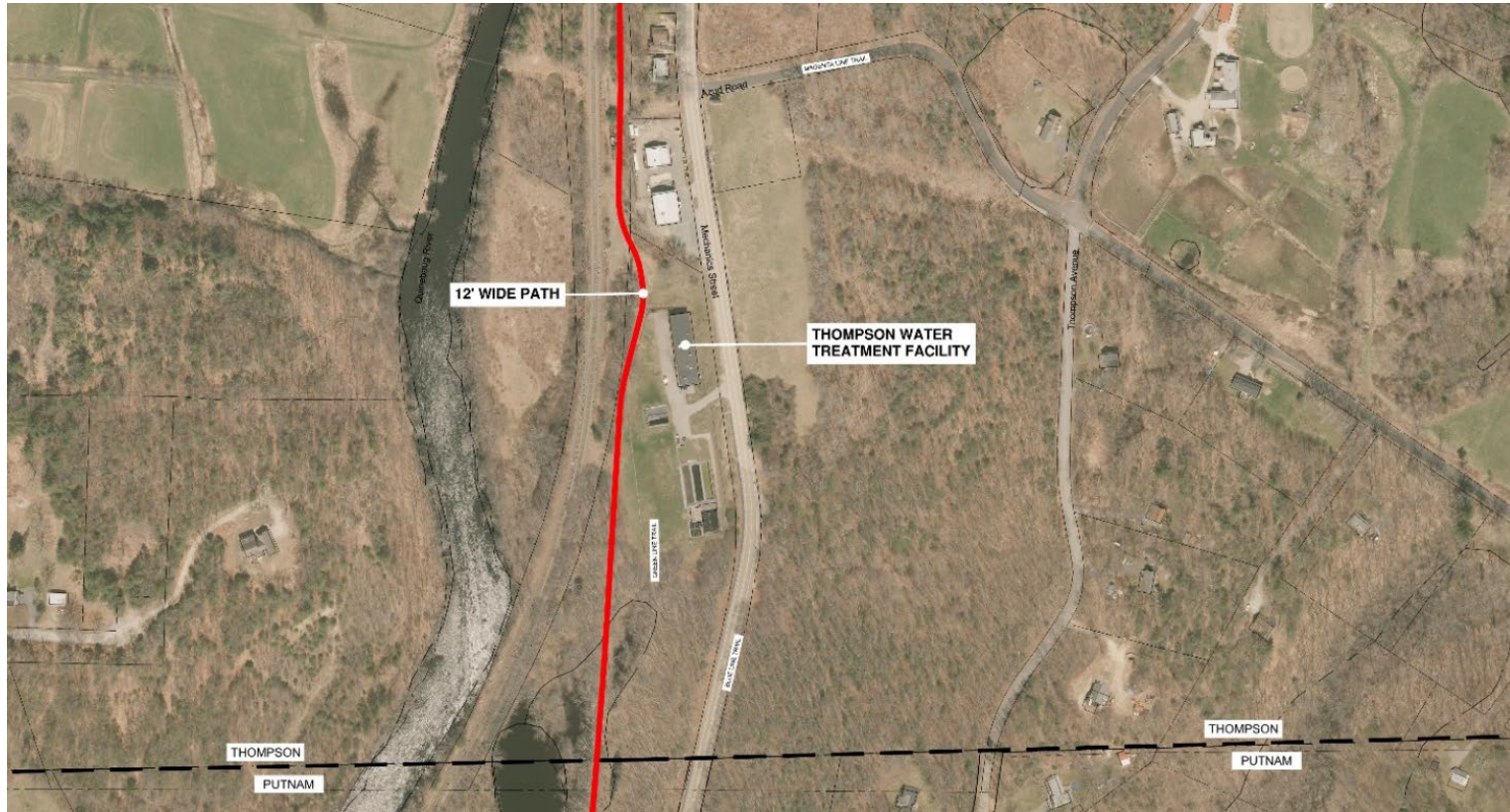
Preferred Route



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Preferred Route



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Preferred Route



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Preferred Route - Alternative

WHY AN ALTERNATIVE?

Option 2 is dependent on easements / acquisitions from railroad within ACTIVE corridor

An alternative segment can be pursued simultaneously

If both options are successful, the redundancy on Mechanics provides enhances pedestrian access to the trail and downtown



Preferred Route - Alternative



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Preferred Route - Alternative



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Recommended Next Steps

IMMEDIATE ENGAGE RAILROAD

Providence + Worcester Railroad Company

Present preferred route

Work railroad through CTDOT

Potential for license to use a portion of rail corridor

IMMEDIATELY ENGAGE KEY COMMERCIAL / RESIDENTIAL PROPERTY OWNERS

Options 1 + 2

DEVELOP STRATEGIC FUNDING PLAN

Pursue various funding opportunities to help offset cost of acquiring easements or parcels



Q & A



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