

Meeting summary for Heritage Farm Trail Meeting (04/29/2025)

Present were Town Administrator Jim Rupert, Town Engineer Joe Dillon
First Selectman Rodney Fournier and Selectman Bob Morra, and members of the public.

The meeting started at 6:30 p.m.

Quick recap

The meeting focused on discussing a multi-use path project, including its design, construction phases, and potential extensions. Various aspects of the path were considered, such as materials, accessibility, safety, and environmental impact. The project's timeline, funding, and next steps were also addressed, along with potential challenges and alternatives for future development.

Next steps

Joe to double-check the feasibility of running the path along the west side of the driveway and crossing at the bottom.

Joe to investigate options for coloring or texturing the concrete surface for better grip and aesthetics.

Joe to look into adding lighting and improving visibility at the bottom of the drive where it crosses Bolton Center Road.

Joe to explore using reinforced concrete as a material option for the path.

Joe to consider using a honeycomb underlayment material to prevent erosion on stone dust portions of the trail.

Joe to prepare the 70% design submission for CRCOG within the next 6 weeks.

Board of Selectmen to decide whether to bring the revised plans back to the public for further input.

Joe to proceed with Inland Wetlands Commission review after CRCOG submission.

Multi-Use Path Project Design Update

Town discussed the multi-use path project, which will originate from the Troopers building, pass behind Town Hall, and continue down to the corner near Bolton Center Road and Brandy Street. The project is funded through a grant and has reached the 30% design submission stage. The path will be constructed in phases, with the first phase focusing on

the section between Bolton Center Road and the back corner of the field. The path will be constructed using brick pavers and will include a boardwalk to cross wetlands. The project also integrates with the Heritage Farm improvements. The path will be 5 feet wide for the paved portion and 11 feet wide for the unpaved portion. The project will be constructed in phases, with the first phase focusing on the section between Bolton Center Road and the back corner of the field.

Glastonbury Park Permatrex System Discussion

Town discussed the use of a Permatrex system for a park in Glastonbury, which involved minimal disturbance and the use of metallic materials. He also mentioned the possibility of using a helical pile system. Town expressed opposition to paving a historic property and suggested alternatives like erosion control blankets and vegetated surfaces. The discussion also touched on the need to protect the roadway and walkers from washout. There was a question about the necessity of fulfilling the route all the way down to Randy Street, and Town mentioned that the trail had been cut back after a meeting with CRCOG. The decision to stop the trail at a certain point was made by the Board of Selectmen, and it was suggested that a conversation with them and the Capital Region Council governments would be necessary to determine the next steps.

Bolton Center Road Multi-Use Path

Town discussed the potential for a multi-use path along Bolton Center Road, which would provide a safe and accessible route for pedestrians and cyclists. The path would be constructed using pavements, which would allow for better water management and reduce the risk of erosion. The path would be approximately 5 feet wide and run parallel to the road, offering a safer alternative for those who currently feel unsafe walking or biking along the road. The path would also be designed to be wheelchair accessible. Town also mentioned the possibility of using different surface treatments, such as permeable pavers, but noted that these require maintenance. The path will not be maintained by the town during the winter months and would be designed to allow for snowshoeing and cross-country skiing in the winter.

Path Design and Water Management

Town discussed the design of a new path, focusing on its alignment and grading. They considered the path's slope and how it would affect water management, with concerns about erosion and maintenance. The path's design was compared to an existing one. The team also discussed the path's impact on the surrounding environment, including a nearby garden and a recently graded area. They agreed to continue with the current design, despite some concerns about the path's steepness and its adherence to the 5% grade requirement.

Driveway Maintenance and Future Development

Town discussed the maintenance and future development of a driveway on a farm. They considered the possibility of repaving the driveway in the future, given its current state and the farm's continuous use. The group also discussed the design of a path through the driveway, with suggestions for signage and different materials for the path and driveway. There was a discussion about the slope of the path and the potential for maintenance issues. The group also considered the Americans with Disabilities Act (ADA) guidelines for road and sidewalk grades.

Bolton Center Road Path Improvements

Town discussed potential improvements to the Bolton Center Road path, including the use of concrete and underlayment materials, and the possibility of adding lighting. Richard Treat expressed concerns about the safety of the path, particularly in snowy conditions, and suggested the use of reinforced concrete. The town also considered extending the path beyond the driveway and widening it to accommodate walkers. The idea of running the path along Bolton Center Road was also discussed.

Project Challenges and Next Steps

Town discussed the challenges of extending a project to the High School due to drainage issues and high costs. He mentioned that the project would need a separate grant application and that the Board of Selectmen decided to stop the project at a certain point to maximize the current funding. The possibility of adding a bike lane on Brandy Road was also discussed, but it was determined that the road's width and soil conditions would make it too expensive. The next steps for the project include going back to CRCOG with a 70% design submission, addressing comments, and then moving to permitting and design. The project timeline is estimated to be around 6 months, with the possibility of starting construction in the fall.

The meeting adjourned at 7:41 p.m.

By Zoom Summary.