

Housatonic River Basin Natural Resources Restoration Project
Natural Resources Trustee SubCouncil for Connecticut
Request for Supplemental Information (RSI)
INSTRUCTIONS

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PART A: SPONSOR AND PROJECT SUMMARY FORM

Please read "Request for Supplemental Information (RFI) OVERVIEW" and this document,
"Request for Supplemental Information (RSI) INSTRUCTIONS" before completing this form.

Part A must be completed using this "Sponsor and Project Summary Form"

SPONSOR INFORMATION

Type of Entity Check the box that best describes the sponsor.

- | | |
|---|--|
| ☐ Private individual | ☐ Municipal government |
| ☒ Non-profit organization | ☐ Corporation or Business |
| ☐ State government | ☐ County government |
| ☐ Federal government | ☐ Academic Institution |
| ☐ Tribal government | ☐ Other (explain) |

Authorized Representative of Sponsor

King's Mark Resource, Conservation & Development Area,
Inc.

Name

Attn: Mark Cummings

Title

RC&D Coordinator

Address

900 Northrup Rd, Suite A

City

Wallingford,

State

CT

Zip

06492-1900

Phone

(203) 284-3663 Extension 3

Email

mark.cummings@ct.usda.gov

Contact Person (if different from Authorized Representative):

Additional contact:

Name

Peg Daley

Title

Housatonic Valley River Trail Project Director

Address

14 Bridge End Farm Lane

City

Sandy Hook

State

CT

Zip

06482

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(203) 426-3830

Email

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Project Name Provide a brief working name:

Housatonic Valley River Trail

Project Location

Attach an 8.5 x 11-inch map or copy of an aerial photograph showing project location and extent. Include pertinent topographic and geographic information, a scale, and north arrow.

State(s), Municipality/ies: New Milford, CT

Longitude for approximate center of project area:

73degrees 24'55.116 east

Latitude for approximate center of project area:

41 degrees 30'12.02 north

NOTE: If a specific location(s) has/have not been selected yet, include in Part C a narrative describing how project location(s) will be selected.

Restoration Priority Category See Appendix C of these Instructions for Restoration Priority Category Descriptions

Primary Category. Check the restoration category that is the primary goal of the project. Check one box.

- ☐ Aquatic Natural Resources Restoration/Enhancement
- ☐ Riparian & Floodplain Natural Resources Restoration/Enhancement
- ☒ Restoration/Enhancement of Recreational Uses of Natural Resources

Secondary Categories. Check all relevant boxes.

- ☐ Aquatic Natural Resources Restoration/Enhancement
- ☒ Riparian & Floodplain Natural Resources Restoration/Enhancement
- ☐ Restoration/Enhancement of Recreational Uses of Natural Resources

List Specific Injured Natural Resources and/or Impaired Natural Resource Services to Benefit from Project

The proposed project area is a major tributary to the Housatonic River. The terminus of this project is at the outlet on the Housatonic River, at the mouth of the Still River.
The Housatonic Valley River Trail (HVRT) provides direct increased public access to the Housatonic River for public enjoyment and education. This can provide compensatory replacement for irretrievable damage to these resources that were damaged by historical discharges from the GE facility in Pittsfield, MA.

Project Budget Summary

Complete the table below to summarize the budget information that is detailed in Part D: Project Budget Narrative and Forms. Sponsors are advised to complete Part D (Project Budget Narrative and Forms) before filling in the table below.

Housatonic River NRD Funds – Requested	Other Contributions (Committed)	Other Contributions (Not Committed)	Total Project Cost (boxes 1+2+3)
1. From Part D, Table 2, Box 5 \$56,020	2. From Part D, Table 2, Box 6 \$28,850	3. From Part D, Table 2, Box 7	4. From Part D, Table 2, Box 8 \$84,870
Amount of Other Contributions to Be Considered as Cost-Matching to NRD Fund Request			
	5. \$28,850		

Authorizing Statement

I hereby declare that the information included in this project submission and all attachments is true, complete, and accurate to the best of my knowledge, and that the proposed project complies with all applicable state, local, and federal laws and regulations.

Margaret P. Daley, TREASURER
Signature of Sponsor or Sponsor Representative

6/20/2007
Date

MARGARET P. DALEY
Name of Sponsor or Sponsor Representative
(Type or print clearly)



Part B. Project Abstract

The Housatonic Valley River Trail (HVRT) is a recreational canoe/kayak water trail on the Still and Housatonic Rivers. The HVRT provides active recreation such as paddling and fishing. In addition it provides opportunities for people to observe a large variety of birds and wildlife and just enjoy the quiet, scenic beauty of these rivers.

The perception of hazardous substances and pollution prevented these healthy, enjoyable activities on these rivers in the past.

Currently there is no public access to the Still River in New Milford. There are no signs warning people of the HarryBrooke Rapids in case people were to try to paddle the Still River in this location. There is no portage around these very steep rapids currently.

The objective of this project is to allow paddlers to leave Danbury and/or Brookfield and reach the mouth of the Still River and the Housatonic River.

The project tasks are: installing warning signs about the rapids and direction signs to the portage; getting all relevant permits; building a parking area for three to four cars at the New Milford Animal Shelter; building steps to the Still River; building and installing a monitoring station for an HVRT map and a sign-in register for monitoring and evaluating use of access/egress steps; obtaining easements and constructing a take-out and portage around the HarryBrooke Rapids; constructing put-in steps below the falls.

Project partners are the Town of New Milford, the Town of Brookfield and the Housatonic Valley Council of Elected Officials.



Part C. Project Narrative Housatonic Valley River Trail Project

The **Mission** of this project is to provide the missing link on the Still River section of the HVRT. The HVRT is a water trail providing access for paddlers from Danbury to the Housatonic River and eventually to the Long Island Sound. The River Trail proceeds north along the Still River to the Housatonic River. The HVRT then proceeds south on the Housatonic River to a portage around the Stevenson Dam in Oxford and Monroe, CT. Other civic and community organizations are providing canoe/kayak access below the Stevenson Dam.

Description of the HVRT to date:

The HVRT begins in Eastern Danbury with a handicapped accessible ramp and dedicated parking behind the Marriott Courtyard, Eagle Rd., Danbury. The ramp also provides a location for fishing and enjoyment of this peaceful river. There are signs at the ramp describing the history and environmental features of this location where the Still River and Limekiln Brook merge and turn north to the Housatonic River.

The history of the development of the Greenway and River Trail project dates back to 1996, when the City of Danbury identified the initial project area and obtained grant funding and donations to provide the public with areas to see the restoration of the River to recreational quality.

This upgrade, therefore, can be seen as the step that removed the final limiting factor to recreational water quality that culminated the century long transformation of the River from a sewer to a recreational resource and environmental features of this location where the Still River and Limekiln Brook merge and turn north to the Housatonic River.

As paddlers proceed north on the Still River there are signs indicating environmental points of interest as well as providing location signs in case of an emergency.

Steps from the water lead to a bird sanctuary near the Danbury Brookfield town line.

The HVRT crosses into Brookfield and continues northward into Brookfield Four Corners (intersections of routes 25 and 7). There are rapids and dams here. They are well-marked for safety. Two signs warn paddlers to get out here. There are gentle take-out steps and adequate parking.

Public bus transportation via HART (Housatonic Area Regional Transit) is also available for people with limited income or without automobiles or to save gas.

2007 Planned Activities

Brookfield Conservation and Zoning permits have been obtained for a canoe/kayak access to the Still River at 901 Federal Road. We expect to install the handicapped accessible ramp as soon as all DEP permits are finalized. River clearing of downed trees and egress at the Weantinog Still River Preserve at the Brookfield/New Milford town line is planned for fall 2007 or early spring 2008. This will be the end of the Still River section of the HVRT until additional funding is obtained.

This application is to complete the Still River portion of the HVRT.

On the Housatonic River portion of the HVRT, we have installed a canoe/kayak ramp at Veteran's Bridge in New Milford. A portage around the Bleachery Dam has been completed. The portage around the Shepaug Dam is complete and well marked and signed. The portage around the Stevenson Dam is also signed.

Canoe/kayak steps into the Housatonic River at the Andrew Gaylord Barnes Park at the Boardman Bridge have been enthusiastically endorsed by the New Milford Parks and Recreation. Permits are being applied for now. Funding is in place and we expect to install the steps late summer 2007

1.0 General Description

1.1 Project Goals and Objectives

This section of the proposal intends to convey the **goals** and objectives of integrating the theme of "Rehabilitation of a damaged watercourse" that can be used as a model for other project areas in the Housatonic Valley watershed. These specific objectives are listed below. Note that each measurable objective is followed by measurable parameters framed in a question format to allow a simple "YES", "NO", or "% completed" response to allow a straightforward evaluation of the success of the project at each stage.

Goal : To rehabilitate a natural resource function for a localized section of the Housatonic River watershed by providing opportunities for a full day paddle or a short paddle along the Still and Housatonic Rivers for exercise and aesthetic enjoyment of the outdoors in the Housatonic Valley region, in the context of "how a riverine resource can be restored".

The measurable parameters of the **objectives** of this goal are as follows:

- ☐ Were warning signs made and installed before the HarryBrooke Rapids within 6 months of the start date?
- ☐ Was Still River safe level clearly indicated on the HVRT web page as evidenced by a history from the Still River Gauge
http://waterdata.usgs.gov/nwis/uv/?format=gif&period=7&site_no=01201487
- ☐ Were all easements for the parking, put-in steps, and portage secured for the project within 1 year of the start date?

- ☐ Were all permits for the parking and steps at the New Milford Animal Shelter obtained within 1 year of the start date?
- ☐ Were all permits for the take-out, portage trail and put-in steps at the mouth of the Still River and signage obtained within 1 year of the start date?
- ☐ Was the take-out clearly marked and ready for public access within 1.5 years of the start date?
- ☐ Was the portage cleared to a 5 foot width for public access within 1.5 years of the start date?
- ☐ Were steps to the put-in at the mouth of the Still River below the HarryBrooke Rapids ready for public access within 1.5 years of the start date?
- ☐ Was construction completed for the drainage swale and 3-4 parking spaces within 1.5 years of the start date?
- ☐ Was access to the environmental education experiences, environmental research stations and passive self-guided tours on the Still River Greenway completed within 2 years from the start date? This includes locations to educate users of the HVRT as to the history of human interaction with the Still and Housatonic Rivers.
- ☐ Were locator/points of interest signs from the Brookfield/New Milford Town Line to the mouth of the Still River made and installed within 2 years of the start date?
- ☐ Were updated maps made available with a sheltered sign to log all paddlers, fishermen and nature lovers using this facility within 2 years of the start date?
- ☐ Were all downed trees or other blockages removed prior to opening this section of the HVRT within 2 years of the start date?
- ☐ Were the access/egress steps at the New Milford Animal Shelter completed within 2 years of the start date?
- ☐ Was the final portion of the Still River portion of the HVRT open to the public within 2 years of the start date?

Please see the Measurable Results Table 2.2.4 for structural and functional parameters that will monitor the success of the project during the project period.

Contingency Plans:

Contingency plans are to obtain an easement from Donald Wharton, the southern neighbor of the HarryBrooke Condominiums, use the road for a portage around the rapids/falls if it is impossible to obtain an easement from the HarryBrooke Condominiums. A verbal agreement for this possible contingency has been obtained. Trail costs would be the same as the portage. It would be a longer portage for paddlers, but definitely do-able.

The New Milford Animal Shelter is owned by the Town and they are very supportive of this project. I don't see a need for a contingency plan for the parking, signage and access there.

A verbal agreement for steps at the base of the rapids/falls has been obtained from the HarryBrooke Board of Directors. If this is not permitted, we will find an alternate put-in to the Housatonic River. Possibly the canoe/kayak ramp at Lover's leap will be the alternative.

1.2 Project Scope and Project Implementation Plan

The current condition of the Still River segment of the HVRT is that it is open for paddlers from Eagle Rd. in Danbury to 777 Federal Rd. in Brookfield. The HVRT begins with signed reserved parking for the HVRT and a handicapped accessible ramp at the Marriott Courtyard in Danbury. It currently ends at the rapids/dams at the Brookfield 4 corners. Please note the Housatonic River access and portages are open from the center of New Milford to the Stevenson Dam in Monroe/Oxford. An additional access at Boardman Bridge is planned for this summer.

Warning signs, take out steps and parking are all completed.

Blockage clearing in Brookfield in 2007 has been paid for by a grant from the Brookfield Recreation Enhancement Committee.

On-going maintenance funding: A first annual Paddle races/End of Season Paddle days is scheduled on September 23, 2007. This event is being planned in partnership with the Brookfield Parks and Recreation, local outfitters (the Trading Post, EMS and Clarke Outdoors) local media (I-95/ESPN radio and the Danbury News Times) and the Waterbury Convention Bureau (DECD). This event is to maintain and remove blockages in the 7.5 miles of the River Trail in Brookfield.

A long-term funding mechanism for blockage clearing in Danbury is being investigated with the City of Danbury now. It is hoped this will be resolved by spring 2008.

The third annual Still River Clean-up was held May 19, 2007. The fourth annual clean-up is scheduled for May 18, 2008. These clean-ups remove tires, trash and other items either washed in to the Still River or thrown there. These clean-ups cover the entire Still River portion of the HVRT open to the public. These clean-ups prevent this trash from being washed in to the Housatonic River.

A stewardship campaign in Danbury and Brookfield was announced to the region's Council of Elected Officials (HVCEO) on June 15, 2007. The campaign will begin early in 2008. We will work with the business community, public citizens, the local paddle club (Housatonic Valley Paddle Club), the Appalachian Mountain Club, and others to attempt to prevent trash from entering the Still River. The stewardship campaign will hopefully decrease the trash in the Still River and therefore the Housatonic River as well

A put-in north of the 4 corners is scheduled to be installed this summer (2007) at 901 Federal Rd., Newbury Village in Brookfield, CT. A take-out at Aldrich Rd., Weantinoge Still River Preserve is scheduled for completion by spring 2008.

Downed trees creating blockages on the 5.5 mile Still River section of the HVRT in New Milford have not been addressed. These blockages will be removed with funding from this grant if awarded. Long-term and continued funding options for maintaining the HVRT will be negotiated with the Town of New Milford.

a. The overall approach to the project implementation will be to continue working the way we have with the previous development of the HVRT.

We partner with the municipalities, HVCEO, businesses, environmental clubs, community groups and volunteers, to make the HVRT happen.

b. The project schedule is included in the "Measurable Objectives" on pages 2 and 3 of this application. The work is to be completed within 2 years of the start date. Easements and Permits will be obtained as soon as possible from the start date. The engineering for the steps and parking is complete. Warning signs of the rapids and falls will be made and installed immediately to prevent possible accidents. Currently there is no public access to this section of the Still River. The blockages north of the Brookfield New Milford Town Line should prevent anyone from proceeding to the rapids now. In addition, the HVRT brochure clearly indicated that the Still River portion of the HVRT is not open above the Brookfield 4 corners because of rapids. Once the new ramp is installed this summer 2007 at the Newbury Village we will clear blockages north of the ramp to Aldrich Rd. and the Weantinoge Still River Preserve. We will install clear take-out signs and warn there are rapids ahead with no portage yet.

c. The major milestones are:

Fiscal Year 1

- To have warning signs made and installed before the HarryBrooke rapids.
- All easements secured
- All permits secured

Fiscal Year 2

- To provide access and parking for HVRT paddlers at the New Milford Animal Shelter
- Provide a tree buffer to prevent upsetting the animals
- Stabilize banks
- To provide a canoe/kayak portage around the HarryBrooke Rapids
- Stabilize banks
- To provide a safe put-in to the Housatonic River, below the HarryBrooke Rapids at the mouth of the Still River
- To clear river blockages that prevents safe paddling on the Still River in the project area.
- To provide locator/points of interest signs along the Brookfield and New Milford sections of the HVRT from the Brookfield 4 corners to the River Trail terminus.
- To provide access to the environmental education experiences, environmental research stations and/or passive self-guided walking tours as referenced on the Still River Greenway. This includes locations to educate the users of the HVRT as to the history of human interaction with the River.
- Stabilize the bank of the river
- To provide PDF file River Trail maps with a link to the Still River water level gauge. Unsafe levels will be clearly indicated.
- Provide maps and information center and a register for paddlers to sign. This will request comments and suggestions as well as indicate the use of the HVRT completion of this project.
- Officially open this section of the HVRT with a grand opening event.

d. Property Access Agreements:

- The Town of New Milford owns the New Milford Animal Shelter. The Town has publicly supported having HVRT parking and access on this property.
- An easement around the HarryBrooke Rapids is actually 2 easements. The HarryBrooke Condominiums have not been contacted yet. There is an alternative portage. A portage on Donald Wharton's property adjacent to the condominiums would make the portage slightly longer. There is a verbal agreement that he would provide this portage if necessary. The HarryBrooke Board of Directors has agreed to a portage easement on their property which connects to the Condominium property next to the HarryBrooke Rapids.
- The HarryBrooke Park has agreed to an easement for the portage and canoe/kayak steps at the bottom of the rapids on their property
- The HVRT Project Director will meet with the HarryBrooke Condominium Board to see if they are willing to provide an easement. They might provide the easement free. We could purchase the easement at fair market value. The Town of New Milford may be willing to provide a tax incentive for providing the easement. These options will be explored by the HVRT Project Director if this project is funded by this grant.

e. Regulatory Approvals:

- Permits from the New Milford Wetlands Commission will be required.
- We already have the whole-hearted endorsement by the Mayor of New Milford and HVCEO.
- DEP permits may be required
- Tree warden permits may be required for installing signs along the river. As an alternative, posts can be installed.

2.0 Evaluation Criteria narrative

- All information identified by the CT sub council as set out in the Instructions for the preparation of the SSI for Restoration Projects has been included.
- The proposed project area is a major tributary to the Housatonic River above the Derby Dam. The HVRT proves increased public access to the main stem of the Housatonic River for public enjoyment and education. This can provide compensatory replacement for irretrievable damage to these resources that were damaged by historical discharges from the GE facility in Pittsfield, MA.
- To the best knowledge of the applicant, the proposed project location is NOT subject to local, state or federal enforcement actions.
- The proposed project is, in fact very consistent with local, state and federal policies
- It will provide safe and environmentally correct access and egress locations on the Still and Housatonic Rivers for canoe and kayak paddlers.
- It will provide long term maintenance of blockages on the Still River that can cause flooding.
- It will provide annual HVRT volunteer clean-up days and prevent trash from entering the Housatonic River
- It will provide educational opportunities to the public to protect the regions waterways.

- It will fulfill a long-standing state policy to create a Greenway (waterway) that parallels Route 7
- The proposal will NOT be inconsistent with any ongoing or anticipated remedial actions in the Housatonic River Watershed. In fact by providing annual volunteer clean-up activities, trash entering the Still River will be removed before it travels to the Housatonic River.

2.1 Relevance and Applicability of Project

2.1.1 Location of Project: **Figure 1: Section of Still River corridor illustrating proposed projects**

The project area is within the Housatonic Watershed above the Derby Dam. The Still River is a major tributary to the Housatonic River. The final canoe/kayak put in is on the main stem of the Housatonic River at the mouth of the Still River.

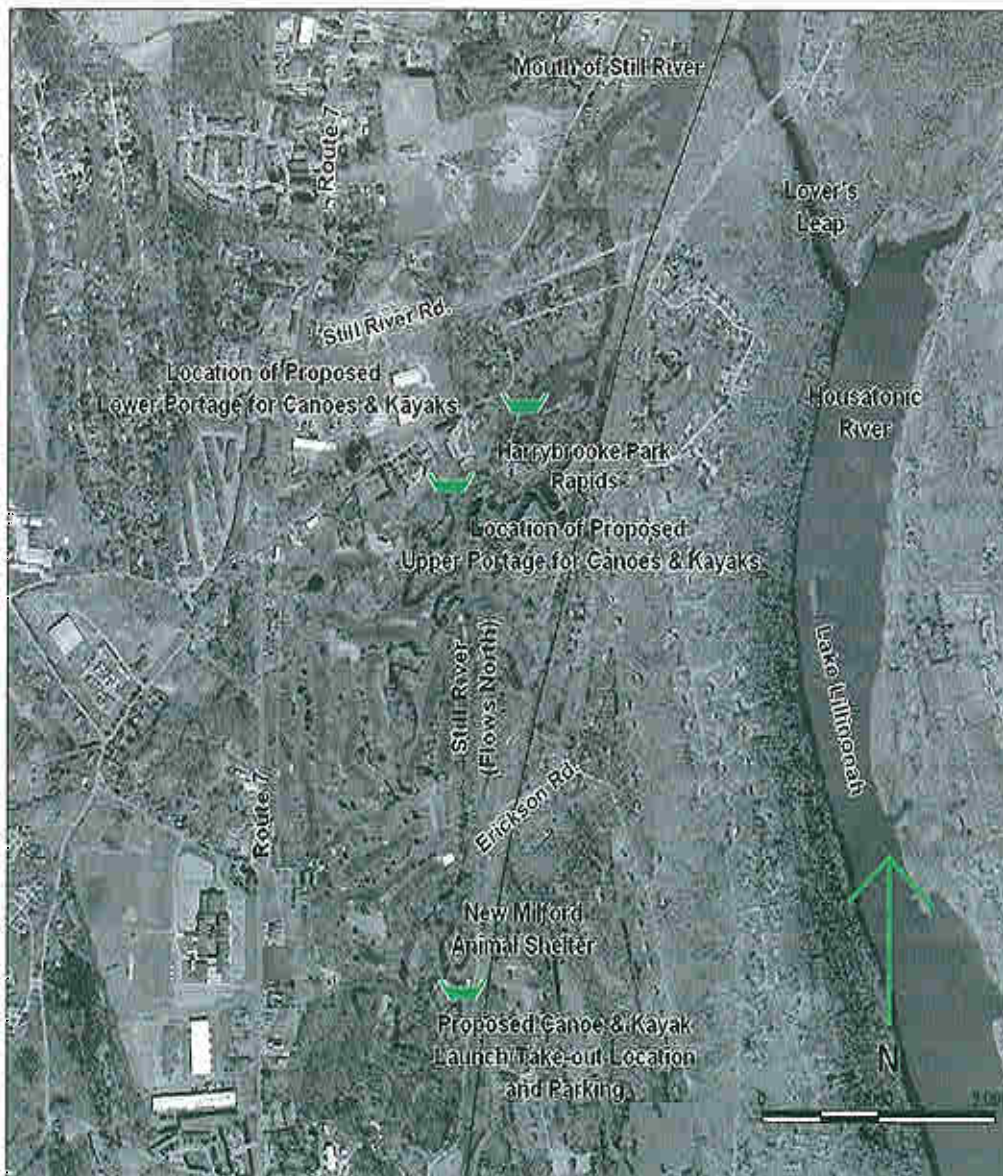
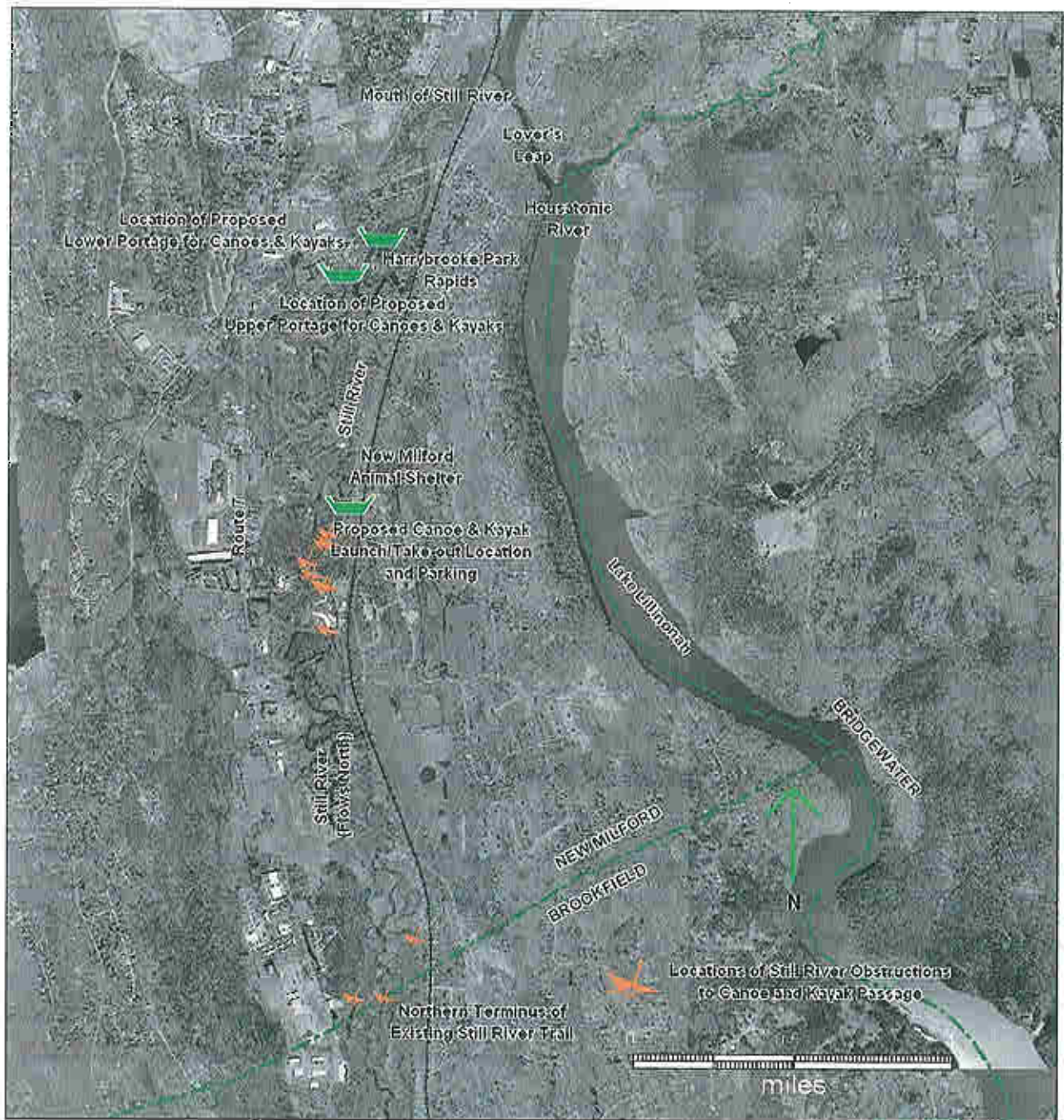


Figure 2: Additional Map showing full Project Corridor



2.1.2 Natural Recovery Period

This project is built on the foundation of creating a River Trail with a theme of demonstrating that the Housatonic River and its watershed areas have transformed from “sewer catchments for municipal and industrial discharges” to a renewed natural resource. The degree to which this has happened and future progress made toward the long-term goal will be measured by the projects described herein. At the very

least, creating the HVRT will be established as a recreational asset that can provide compensatory mitigation for irretrievable damage to these rivers that were damaged by historical discharges from the GE facility in Pittsfield, Massachusetts.

Without this project, I am not sure there would be any increase in awareness of the renewed natural resources and natural beauty of the Still River at its confluence with the Housatonic River. The access to enjoy paddling and fishing and the Greenway Trail that is now being submitted as a separate project provide public confirmation that these resources are beautiful and safe to enjoy. The River Trail and Greenway applications compliment each other. The Greenway provides walking/hiking to enjoy the river, and very importantly, access for keeping the River Trail clear of blockages and a portage until a blockage is removed.

The "natural recovery period" as defined in the criteria is difficult to apply to this project. Since this project falls within the "Restoration/Enhancement" of Recreational Uses of Natural Resources", the only relevance of this criteria is to compare the accessibility and recreational enhancement of the River corridor with or without the project. In the absence of funding, the acquisition of easements and the construction of the river trail would rely on municipal funding, private donations and/or State grants from the Department of Environmental Protection. Such a "recovery period" (the time required to add a recreational dimension to the River shoreline and floodplain) would most definitely take longer than the 3-year period it would take to construct this as identified here. It is doubtful whether the environmental monitoring and education benefits on the Still River and at the mouth of the Housatonic River would ever occur without this funding.

2.1.3 Sustainable Benefits

The theme of this project is to provide the public with active and passive recreational access to the River trail and floodplain in a manner that educates citizens of the value of stewardship of our water resources. This project will result in permanent preservation of access to the Still and Housatonic Rivers where the HVRT will be established. This permanent protection will be secured with easements that will be attached as deed restrictions to the property records. Finally, as an outgrowth of this project, the matching in-kind share of this project, the towns of Danbury, Brookfield and New Milford will create a "Recreational Maintenance and Management Plan" to assure that it is maintained in perpetuity.

2.1.4 Magnitude of Ecological Benefits.

At a minimum, the following ecological benefits will be attained as a result of this project:

- Permanent public access to the Still River portion of the HVRT (approximately 13 linear miles) along the Still River from Danbury to the mouth at the Housatonic River;
- Ecological point of interest such as bird sanctuaries, the Still River Preserve, the Greenway Educational center and Monitoring Station.
- Environmental mitigation that will be required by the wetland permitting.
- By creating ecologically sound parking and access/egress we can stop people from sliding down banks, parking illegally and crossing private property to fish and/or paddle in the Still River.

- By installing a safe portage we can hopefully prevent the mishaps of people going over the rapids/falls without knowing they were there.
- Illegal dumping, discharges of unknown origin from pipes and other unwanted activities will be stopped with public awareness and enforcement. This could not happen if no one used the river to see these actions.

2.1.5 Magnitude of Recreational Benefits.

This project will be established on 5.5 miles linear miles of the Still River from the Brookfield/New Milford Town Line to the mouth of the Still River at the Housatonic River. This will be permanently preserved and available for active and passive recreation. This includes paddling, fishing, nature study, orienteering, geo-caching, letterboxing and other outdoor activities. The commitment of the HVCEO, Towns of Brookfield and New Milford (see letters of support, Appendix 1) and the Weantinoge Foundation that operates the existing Still River Preserve are assured catalysts for these open space initiatives.

2.2 Technical Merit

2.2.1 Technical/Technological Feasibility

The feasibility of this project is considered from two different perspectives:

Creation of a canoe/kayak river trail.

The proposed project is an extension of an existing Still River canoe/kayak Trail in Danbury and the HVRT along the Housatonic River in New Milford, Newtown, Bridgewater, Brookfield, Southbury, Oxford and Monroe.

The King's Mark RC&D has been involved in most aspects of construction and development of this River Trail and has access to professional contractors who have experience in engineering and design, wetlands delineation, negotiating conservation easements, construction coordination and design of signage built around environmental points of interest.

A committee that includes representation from Kings Mark RC&D, the HVRT Project Director, Peg Daley, HVCEO, the New Milford Mayor, along with the Park and Recreation Director and Wetlands Enforcement Officer and the New Milford Public Works Director will address the four steps of the River Trail development process described below.

- ☐ Securing easements for the portage and put-into the Housatonic River. Since the land area is un-developable land, it is anticipated that the easements can be secured without eminent domain proceedings. There is an alternative portage with a verbal agreement that a portage can be developed there.
- ☐ The layout and design of the access/egress steps, culvert and parking at the New Milford Animal Shelter has been completed. The New Milford Wetlands Enforcement Officer is in agreement with the plans.
- ☐ The Registration Box with a Trail Map and registrations for users will be designed by King's Mark RC&D or their partners.

- ❑ Land clearing and trail construction estimate is based upon a walk through the region by a landscape contractor. Once the easements have been secured, King's Mark RC&D will work with the project steering committee in issuing a competitive Request for Quotes from landscapers and a firm will be selected to construct the pathway.
- ❑ The environmental points of interest have been identified in the Project Feasibility Study of the Still River Greenway. These locations include the Riverine/ floodplain meadow, where the environmental education center will be constructed, the palustine forest/ riverine meadow where an environmental observation station will be created and the mouth of the Still River at the Housatonic where an environmental monitoring station will be established. Signs will be installed for paddlers points of interest and added to the HVRT on-line brochures
- The uncertainties of this project include the ability to secure easements in a timely manner, the ability to receive wetland permits in a timely manner, construction problems, and cost over-runs for all aspects of the project. These uncertainties cannot specifically be addressed until the project begins. However, as indicated in the feasibility study, none of these challenges are "project killers" and will be approached methodically by the project team. Kings Mark RC&D is familiar with the Still River and is confident of being able to complete this work, if funded.

2.2.2 Adverse Environmental Impact

The introduction of human access to the riverine environment is generally considered to be a minor impact, particularly if the project is sensitive to "soft approaches" to the flood plain. The project will not add any impervious surfaces to the wetlands or floodplains and the only construction aspects will be for a registration box and steps at the New Milford Animal Shelter. This project must get a wetlands permit from the New Milford Wetlands Commission. This local Commission and the Wetlands Enforcement Officer will be an effective quality control assurance that such impacts will be avoided or minimized.

Finally, the positive impacts of this project should be stated. The project will bring area citizens to an awareness of the environmental impact of the past, present and future on our rivers. A sense of positive community stewardship to those who use the river for recreation will be created. The HVRT web page will emphasize the environmental restoration of the Housatonic and Still River. If the Greenway Project is funded, the educational signage and center will be readily accessible to paddlers and the long term academic monitoring that will occur as a result of that project may guide DEP in their evaluation of the long-term oversight of the Housatonic River to determine if natural recovery is, in fact, occurring.

2.2.3 Human Health and Safety.

The safety risks of using the HVRT on the Still River are reasonable relative to other canoe/kayak trails in Connecticut. There is no motorized boat traffic on the Still River. The major concern is using the HVRT after flooding events of the Still River. Historically, the river runs over its banks after a 2-inch storm that will make the water rush very quickly for a 12-36 hour period. Downed trees or other blockages could cause a dangerous condition. Also, very fast water conditions might make it difficult for inexperienced paddlers to reach the HarryBrooke Rapids portage. All HVRT brochures, website descriptions and other publications will include

an advisory to the public that the trail is officially closed during inundation. The Still River Gauge in Brookfield will have flash points where the river trail is closed due to flood conditions. Marks on the steps at the New Milford Animal Shelter will identify a water level that is unsafe and that the river trail is closed until the water is below that mark.

2.2.4 Measurable results

The checklist of objectives in Section II above has identified the desired outcomes for the project. They are re-stated here along with measurable parameters:

Project Category	Specific Activity description	Structural parameter success index	Functional Parameter success index
Create canoe/kayak River trail	➤ Easement placed on property deeds.	➤ Easement is recorded in the first year of project.	➤ Easement contains language to permanently preserve corridor for Greenway.
Portage around the HarryBrooke Rapids	➤ Portage well defined with warning signs. Corridor cleared and trail constructed.	➤ Portage opened to the public during second year of project.	➤ Grand opening event sponsored at the end of the project period.
Put-in to the Housatonic River below the Harry-Brooke rapids.	➤ Steps are completed	➤ Portage and put-in are open to the public	➤ Same grand opening event.
Create maps and Points of Interest for Paddlers	➤ Add to the River Trail Website to publicize the final piece of the Still River portion of the HVRT.	➤ Updated website launched prior to opening of this project	➤ Use of website will document the number of searches per year.

Construct parking, steps and registration box	➤ Construction is completed	➤ Gravel parking area, is completed on New Milford Animal Shelter ➤ Access steps to the Still River are constructed. ➤ Registration box is completed	➤ Paddlers are using the parking area as observed by the Animal Control Officers ➤ Paddlers are observed in this section of the Still River ➤ Paddlers register with comments and suggestions
The Still River is clear of downed trees and blockages	➤ A float of the river assures there are no blockages by the Project Team	➤ The River Trail is opened to the public. ➤ There is a number to call if a blockage is observed.	➤ Paddlers are calling and/or e-mailing with information about the condition of the HVRT with respect to blockages and/or downed trees.

2.3 Project Budget

2.3.1 Relationship of Expected Costs to Expected benefits

This section presents the “economy” of the project, framed with a qualitative cost-benefit summary, a statement of socioeconomic effects of the project and the Budget Tables.

COST-BENEFIT ANALYSIS: The Table below specifies the costs and benefits of the project:

Project Category	Qualitative Costs	Projected benefits
General	➤ Towns of Brookfield and New Milford will assume a portion of the construction of the River Trail and on-going maintenance ➤ Private property will be encroached along river corridor with public use of land	➤ Provide a catalyst for integration of all non-completed sections of the regional river trail ➤ Create a regional collaborative effort that involves broad involvement of the community. It is the intent of this grant to enhance the public’s overall appreciation of human relationship with the Riverine and riparian environments and the “new age” of harmony of respecting our water resources and the flood plains that support them. ➤ Create a model for the “community involvement” in restoration and rehabilitation projects that are selected for other area of the Housatonic River watershed.

Portage, parking and access steps	➤ Easement for the portage will take this land out of comm'l industrial and residential use. The land could not be used for development anyway.	➤ Public easement on River corridor will add much needed open space to add to the inventory of preserved areas in the Housatonic Valley Region. The river banks will be stabilized during this construction.
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2.3.2 Implementation Oriented

King's Mark has a history of completing projects that they have started. If funded, it is safe to assume this project will be completed.

2.3.3 Budget Justification and Understanding

The complete budget is included in Part D.

The easement cost is based upon a property appraisal of the HarryBrooke Condominiums neighbor's property within the past 6 months. That property has the same river frontage and is very similar. There is no tax assessment information for the condominiums as each of the condominiums are privately owned.

The rest of the budget seems pretty straight forward, but we will gladly answer any questions that might arise.

The survey, plans, engineering and cost estimates of the drainage culvert, gravel parking lot for 2-4 cars, landscaping, re-bar anchored steps with railing, and HVRT map station with survey were done by Mike Rosado of the Natural Resources Conservation Service on 1/16/2007. There is a 15% contingency dollar amount added because of the anticipated increase in costs and delivery.

2.3.4 Leveraging of Additional Resources

As described in the Part D (Budget Tables and Budget Narrative), this project is matched by a commitment of support from the HVCEO, the Town of New Milford and the Town of Brookfield. This support is documented in the letters of support from the HVCEO and from the Chief Elected Officials of these Towns in Appendix 1. These letters demonstrate a commitment from each of these Towns to work with the HVRT on the Still River to its completion. The specific level of financial responsibility that will ultimately be required to complete the Greenway will be determined in the course of negotiations for easements, construction bids and other dimensions of creating HVRT.

It should be noted that the creation of the HVRT has a long history of financial support from the DEP, the Meserve Foundation, HVCEO and the individual communities. In addition, corporate financial donations and in-kind business and municipal donations have been substantial. Additionally, King's Mark RC & D has a cadre of volunteers ("Earth Team") that can assist in the land clearing and minor construction activities.

2.3.5 Comparative Cost Effectiveness

Our proposal will demonstrate comparative cost effectiveness because we continue to gain great regional and community support and a large cadre of volunteers.

2.4 Socioeconomic Merit

2.4.1 Community Involvement and Diversity

Regional community involvement will continue to be provided by using community service organizations, paddle clubs, environmental organizations, boy and girl scouts, senior high school community service requirements, and volunteers from the Power Squadron, local canoe/kayak outfitter events and sign up opportunities and Earth Team Volunteers.

The HVRT is accessible by HART bus service in the region. There is a significant minority and low income population in Danbury and to some extent New Milford.

Paddling is a relatively inexpensive recreation. A car is not needed with bus transportation available. Because the HVRT is a local recreational facility, travel expenses do not need to be incurred to enjoy the healthy exercise and environmental awareness of the beauty of our rivers and lakes.

2.4.2 Adverse Socioeconomic Impacts.

The project has both positive and negative socio-economic impacts, as identified in the cost-benefit table below. These impacts are briefly discussed below:

a) Negative effects

There are two general negative effects of this project. The first is the cost of construction and administration to execute this project. Although the funding provided by this grant will provide significant seed money to catalyze the execution of this project, there will be cost sharing by HVCEO, the Towns of Brookfield and New Milford, both direct and indirect. The grant will fund the design and construction of parking, the access steps and the monitoring registration structure at the New Milford Animal Shelter. Acquisition of an easement on the keystone property and the construction of the portage including a take-out ramp and put-in steps. The grant funding will also provide for warning signs of the rapids and portage and points of environmental interest signs. The grant will further pay for the initial clearing of this 5.5 mile section of the Still River of blockages primarily caused by downed trees. However, the Region and Towns will incur direct expenditures of maintaining the parking, steps, registration structure, portage and access points, signage and maintaining the clear passageway for paddlers. In addition, the region will bear the expense of continuing the update of the web pages to warn paddlers of the condition of the HVRT during periods of flooding.

The second category of negative socio-economic effect is the encroachment of public use along private property by the river. Some of the property owners may consider the periodic use of the River Trail and portage on the river edge of their parcels as an intrusion of privacy. Also, as stated in the cost-benefit table above, the permanent preservation of the corridor strip by the River will take this area out of economic production for commerce

(except for water based recreation), industry and housing. However, this latter impact should not be over-stated, since environmental permitting would most likely dis-allow such uses by the edge of the river and flood plain.

b) Positive effects

There are many positive socio-economic effects for the proposed project:

- Increased opportunities for health oriented recreational activities in the communities
- Increased opportunities for aesthetic appreciation of the natural environmental
- The project will create a sense of community well being, taking stewardship as partners in observing a natural resource recover from abuses of the industrial revolution.
- The project demonstrates a high level of collaboration between local and regional governments, and the Connecticut DEP.
- Most of the HVRT project is accessible by HART bus (Housatonic Area Regional Transport) for minority and low-income populations and to save gas.
- Paddling does not create use gasoline. A local resource will allow residents to enjoy a wonderful recreational opportunity without needing to leave the region
- The HVRT has already attracted visitors to the Housatonic Valley region. Hence, it is an economic development generator creating jobs in the tourism sector of our economy.

2.4.3 Coordination and Integration

The proposed project, the completion of the Still River portion of the HVRT is consistent with all local, regional and state plans that request an increase in recreational opportunities in the Housatonic Valley Region. In fact, the State has observed that this region is significantly lacking in recreational opportunities for the general public.

The region's Council of Elected Officials, HVCEO approved the Housatonic Valley River Trail plans in September 2006.

2.4.4 Public Outreach

In addition to the HVCEO and HVRT web pages, the HVRT has enjoyed great publicity in the Danbury News Times, The New Milford Times and Spectrum, the Bridgewater Journal, the Newtown Bee and the Brookfield Journal. Radio I-95/ESPN has been a partner in Paddle Days. They are also planning to partner with us for Paddle Races 9/23/07 to raise money for maintaining the blockage free passage on the Still River in Brookfield.

Literally hundreds of volunteers have participated in building the HVRT to date. This includes installing handicapped accessible ramps in Danbury and New Milford and a portage around the Bleachery dam on the Housatonic River. Eagle Scouts installed the steps to the bird sanctuary from the Still River in Danbury. Brookfield Senior High School students worked with John Monroe of the National Park Service to design and build the take out steps before the rapids and dams at the 4 corners in Brookfield. Hundreds of volunteers have participated in the 3 annual Still River Clean-ups sponsored by area businesses, hotels, and canoe/kayak outfitters. Girl and boy scouts have participated in the clean-ups and trail clearing.

2.5 Applicant Implementation Capacity

2.5.1 Technical Capacity of Applicant and Project Team

The King's Mark RC&D Council has the qualifications to manage the installation of all proposed items in this application.

King's Mark has successfully managed and coordinated all construction and engineering on the Housatonic Valley River Trail to date. This includes surveying, design and layout of the projects. In addition, King's Mark supervised necessary excavation and installation of the liners, process material and pavers for the following canoe/kayak ramps and portage. All sediment and erosion control measures were observed. The projects include: the handicapped accessible ramp at the start of the HVRT in Danbury; the handicapped accessible ramp to the Housatonic River at the Veteran's Bridge, New Milford; and the portage around the Bleachery Dam on the Housatonic River in New Milford. An additional handicapped accessible ramp will be installed this fall, 2007 at 901 Federal Road, Brookfield, CT. Existing parking will be reserved for paddlers.

King's Mark has also successfully installed four timber bridges in CT: two timber bridges in Shelton; one in Monroe, and one in Trumbull.

King's Mark coordinated the installation of Volunteer Park in Beacon Falls, CT. This consisted of clearing vegetation, landscaping, construction of steps and a handicap ramp for access to the Naugatuck River.

King's Mark constructed a Rain Garden at the police station in Branford, CT. The success of this project now allows "runoff" from bordering streets and the parking lot to be filtered through the Rain Garden before entering the Branford River and Long Island Sound.

King's Mark installed three Best Management Practices (BMP) conservation projects on a demonstration farm in the Waterford, CT. The BMP projects were: a waste storage structure for storing and composting horse manure; fencing of horses away from wetlands and water courses; and the installation of a rotational grazing system to allow pastures to rest from intensive grazing. In summary, King's Mark obtained funding through grants to cover the costs of all of the above projects. Much of the installation work was completed by volunteers through USDA/NRCS Earth Team volunteer program. In-kind services were obtained from local towns and other community non-profit organizations.

King's Mark obtained all local, state, and federal permits that were required to install all of the above projects.

Engineering services were obtained by King's Mark either through the Natural Resources Conservation Service or the local town public works department.

2.5.2 Administrative Capacity of Applicant and Project Team

King's Mark RC&D has the administrative capability to complete the proposed items in this application. The United States Department of Agriculture's Natural Resources Conservation Service (USDA/NRCS) supports King's Mark with a full time coordinator and a part time secretary. USDA/NRCS provides King's Mark office space in Wallingford, engineering and other technical support; office administrative support such as copiers, phones, faxes, computers and internet access.

King's Mark also provided administration and coordination of all the projects that are mentioned in paragraph 2.5.1 Technical Capacity of Applicant and Project Team.

2.5.3 Project Commitments

We have a verbal commitment from the Town of New Milford to build a canoe/kayak parking lot and access steps on their Animal Shelter property.

We have a verbal commitment from the HarryBrooke Board of Directors to install a portage next to the HarryBrooke Rapids on their property. We also have their verbal commitment to build access steps at the base of the HarryBrooke rapids/falls.

We have a back-up verbal agreement from the adjacent property owner to the HarryBrooke Condominiums to use his property for the portage if we cannot get an easement from the condos owners. This would make the portage somewhat longer for the paddlers, but would definitely be a viable alternative.

3.0 Land Acquisition Projects

N/A



**HOUSATONIC VALLEY
COUNCIL OF ELECTED OFFICIALS**

OLD BROOKFIELD TOWN HALL
162 WHISCONIER ROAD, BROOKFIELD, CT 06804
203-775-6256 FAX 203-740-9167 HVCEO.ORG

Mr. Mark Cummings
Kings Mark RC & D Coordinator
North Farms Executive Park
900 Northrop Road, Suite A
Wallingford, CT 06492

June 13, 2007

Dear Mr. Mark Cummings:

This letter is in support of your grant proposal for the creation of a "Restoration/Rehabilitation" Greenway on the Still River Corridor to the Housatonic River that is being submitted to the Housatonic River Natural Resources Restoration Fund administered by the DEP.

The Housatonic Region is supportive of your efforts to create a regional environmental greenway, linking the existing section in eastern Danbury to the federally funded walkway and bike path in central Brookfield, and then extending thru the Town of New Milford to the Housatonic River.

Improvements needed along the way include canoe/kayak access and parking at the New Milford Animal Shelter, and portage around the nearby Harrybrooke rapids.

The Still River is a treasured natural resource to our municipalities, and its enhanced use as proposed by your application deserves the support of the State of Connecticut.

Sincerely yours,



Jonathan Chew
Executive Director



TOWN OF NEW MILFORD

Town Hall
10 Main Street
New Milford, Connecticut 06776
Telephone (860) 355-6010 • Fax (860) 355-6002

Office of Patricia Murphy, Mayor

June 14, 2007

Mr. James Sipperly, Chairman
King's Mark Resource Conservation and Development Area, Inc.
900 Northrup Road, Suite A
Wallingford, CT 06492-1900

Dear Mr. Sipperly:

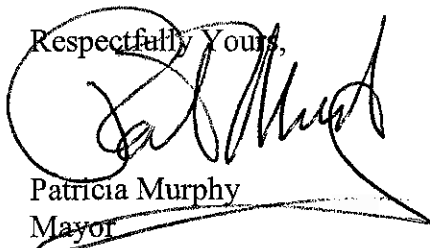
I am aware of the grant proposal to be submitted to the Department of Environmental Protection for funding the completion of the New Milford portion of the Housatonic Valley River Trail from the Housatonic River Natural Resources Restoration fund. This includes steps and parking for canoe/kayak enthusiasts at the New Milford Animal Shelter. In addition, a portage around the significant HarryBrooke Rapids and canoe/kayak put in at the bottom of the rapids are included in the application. This will allow paddlers to leave Danbury, Brookfield and southern New Milford on the Still River and reach the Housatonic River.

I wholeheartedly endorse your efforts to work with our Town and our Region to establish a canoe/kayak river trail in the Still River. Both the Still River and the Housatonic River have had a tortured history of abuse and the dramatic recovery of both watercourses in recent years is a cause for community celebration. The settlement funding that is being provided by DEP to "give back" to communities affected by historic discharges is a laudable effort. Since New Milford is affected by past discharges to both the Still and Housatonic Rivers, your grant proposal hosts a most appropriate project that will open both rivers to our citizens and to educate our community on the extent to which the environment is recovering from past pollution.

This river trail will provide access to paddlers to the flood plain monitoring and education centers along the Still River immediately north of Brookfield and at the mouth of the Still River at the Housatonic. I will work with your organization and HVCEO in providing New Milford's support in creating this River Trail and taking responsibility for maintaining its functionality, once the River Trail and the monitoring and education centers are fully developed and open to the public.

I wholeheartedly endorse your project and look forward to working with you in its implementation.

Respectfully Yours,



Patricia Murphy
Mayor

Jerry Murphy
First Selectman



Office of the First Selectman
Town Hall
100 Pocono Road
P.O. Box 5106
Brookfield, CT 06804
203-775-7300

TOWN OF BROOKFIELD CONNECTICUT

June 11, 2007

Mr. James Sipperly, Chairman
King's Mark Resource, Conservation and Development Area, Inc.
900 Northrup Rd., Suite A
Wallingford, CT 06492-1900

Dear Mr. Sipperly:

I want to send this letter of support for your grant proposal being submitted to the Housatonic River Natural Resources Restoration fund administered by the Connecticut Department of Environmental Protection (DEP).

The Town of Brookfield is very supportive of efforts to create the Housatonic Valley River Trail (HVRT) a regional canoe/kayak trail. This River Trail, when completed, will allow residents and visitors in Danbury, Brookfield and Southern New Milford to paddle northward in the Still River to the Housatonic River.

The put in and take-out steps and parking at the New Milford Animal Shelter and the portage around the Harry Brooke rapids will complete the northern section the HVRT. The proposed put in at the mouth of the Still River will complete the paddle voyage to the Housatonic River.

We are equally supportive of your efforts to establish environmental monitoring and learning centers all along the River Trail and Greenway to provide our citizens with interactive learning opportunities on how the Still River and the Housatonic are recovering from years of abuse.

The Still River is a treasured natural resource of the Town of Brookfield. Opening the River to passive recreation and environmental education deserves the support of the State of Connecticut. If funded, I will work with your organization to phase in the Town of Brookfield's stewardship of the River Trail, which will include a commitment to maintain and promote the River Trail as recreational resource for the citizens of our area.

I look forward to working with King's Mark on this project.

Respectfully Yours,



Jerry Murphy
First Selectman

PART D Project Budget Narrative and Forms

1. **Item 1: Costs for securing easements:** It is not possible to provide a firm commitment for these costs; prior to presenting a firm figure for approval and budgetary commitment. The HarryBrooke Condos are all individually owned so it is impossible to get a value from the New Milford tax collector. The estimated cost is based on a 6/2007 appraisal of Donald Wharton's property that is adjacent to the HarryBrooke Condominiums. The appraisal of the land is \$100K to \$150K/acre. A 5 foot wide easement for 450 feet is 2,250 S.F. New Milford uses 40,000 S.F. as an acre. The easement then is .0562 of an acre. At \$150,000 per acre the fair market value of the easement land is \$8,430. A survey of the 3.7 acre parcel is estimated at \$1,000. Legal fees at \$1,000.
2. **Items 2: Clearing of portage.** The first "construction step" after the securing of the easements, is to clear a 5-foot wide pathway for the portage. This is a 5 foot wide path cleared for the 150 yards on the HarryBrooke Condominiums and another 200 yards on the grounds of the HarryBrooke Park. There are at least 2 trees that must be removed. The topography on the Condo property is very steep and rugged. It should be noted that the on-going costs of keeping the portage cleared would be a maintenance cost for the Town of New Milford.
3. **Design and construction of gravel parking lot and drainage swale:** Three to four parking spaces are needed. A culvert to provide a drainage swale is required. This needs to be sodded. The parking area itself needs organic deposits to be removed by machine and re-graded and prepared for 70 cubic yards of gravel. A landscaped screen of trees/bushes needs to be installed to prevent the animals at the shelter from being unduly disturbed. Erosion control measures need to be installed.
4. **Canoe/kayak Access steps at the New Milford Animal Shelter:** Erosion control measure need to be installed. The step area needs to be excavated and re-graded. Geo-textile fabric and 12 yards of gravel are needed. In addition large rock/boulders need to be placed at the toe of the steps. The steps need to be stabilized with epoxy coated rebar into a large slab at the base of the steps. 150 linear feet of 8X8 ties
5. **Permits will be required for all three canoe/kayak access and egress points:** Local, state and federal permits will most likely be required for all three access construction.
6. **Bank stabilization:** In all three locations, we will stabilize the banks to prevent further erosion as people use these sites for canoe and kayak entrance and exit to the Still River and the Housatonic River.

7. **Website support.** It should be noted that the regional planning agency for the Housatonic Area (HVCEO) already has a website posted for the HVRT. The cost sharing (from HVCEO) for this aspect of the work would be for creating technical to notify paddlers of water level for safe paddling. Maps will also be made available to show parking areas and access/egress points.
8. **Signs:** Warning signs about dangerous rapids ahead need to be installed immediately upon receipt of funding. This may include tree warden permits and property owner permission. 4X4 posts set in concrete may be necessary if trees are not available at the proper locations. There will be 2 warning signs. Two signs directing paddlers to the portage. We will need 15 points of environmental interest signs on the 5.5 mile section of the Still River. A sign will also be needed to locate the steps to the Still River Greenway monitoring station and education center.
9. **Sheltered sign with updated maps and use monitoring log:** A box based on National Park System specifications will be installed at the New Milford Animal Shelter access. In addition, the animal control officers will keep a parked car count if necessary.
10. **Blockage Removal:** The 5.5 mile stretch of the Still River from the Brookfield/New Milford Town Line has never been cleared of downed trees or other blockages. There are at least 10 major blockages of the many ox bows in this section of the river. Many of these will require professionals with skids and cranes. There has historically been a decrease in blockage removal required once the river is cleared of these major blockages that have built up over the years. The Town of New Milford will be responsible for maintaining canoe/kayak passage.
11. **Grand Opening Ceremony:** A ceremony celebrating the time when paddlers from Danbury, Brookfield and southern New Milford can paddle to the Housatonic River and beyond.
12. **A 10% Administrative cost :** To cover insurance and other administrative costs.
13. **Contingency:** The contingency is earmarked for unanticipated problems, cost overruns and additional work that is needed to complete the project deliverables in a timely manner. Engineering standards recommend a minimum of 10% for Project Contingency and suggest 10-20% of the total cost of the project be set aside, depending upon the degree of uncertainties and nebulousness for a given scope of work. The Contingency account represents 15% of the total project request from NRD.

TABLE 1. HOUSATONIC RIVER NRD FUNDING ALLOCATION BY FISCAL YEARS ¹

PROJECT TITLE:	Housatonic Valley River Trail					
SPONSOR NAME:	King's Mark Resource, Conservation, and Development Area, Inc.					
EXPENSE CATEGORY (See App. A)	FISCAL YEAR 1	FISCAL YEAR 2	FISCAL YEAR 3	FISCAL YEAR 4		
	Housatonic River NRD Funds	Housatonic River NRD Funds	Housatonic River NRD Funds	Housatonic River NRD Funds		
A. SALARIES						
B. OVERHEAD AND BENEFITS						
C. CONTRACTED SERVICES	14,000	12,975				
D. SUPPLIES, MATERIALS AND EQUIPMENT	2,100	14,955				
E. TRAVEL	1,000.00	700				
F. OTHER (LIST) Administrative Costs @10%	1,710	2,863				
G. OTHER (LIST)Contingency	2,565	3,152				
TOTAL BY FISCAL YEAR	1	2	3	4		
	21,375	34,645				
GRAND TOTAL (sum of boxes 1+2+3+4) [This sum is the total NRD fund request and should match Part A, Budget Summary, Box 1]					56,020	

¹ The fiscal year is July 1 - June 30. If the proposed project will be completed in one year, fill in only the column titled "Fiscal Year 1."

TABLE 2. PROJECT BUDGET SUMMARY BY TASK AND FUNDING SOURCE

PROJECT TITLE:	Housatonic Valley River Trail			
SPONSOR NAME:	King's Mark Resource, Conservation, and Development Area, Inc.			
TASK ²	HOUSATONIC RIVER NRD FUNDS	OTHER CONTRIBUTIONS		TOTAL COST BY TASK
		COMMITTED	NOT COMMITTED	
A. Harry Brooke Rapids warning signs.	100	300		400
B. Easements and fencing.	10,000	2,000		12,000
C. Permits for Animal Shelter construction	3,000	1,000		4,000
D. Permits for mouth of the Still River.	3,000	1,000		4,000
E. Take-out marked and ready for public access.	200	300		500
F. Portage surveyed and cleared to a 5 foot width.	5,000	2,000		7,000
G. Steps at mouth of the Still River.	1,000	2,000		3,000
H. Construction of drainage swale and 3-4 parking spaces.	12,560	6,000		18,560
I. Steps at Animal Shelter.	3,210	5,000		8,210
J. Access to Environ research stations & self-guided tours.	3,000	1,000		4,000

² The listed tasks should correspond with information provided in the Project Implementation Plan.

K. 15 Locator/points of interest signs installed. L. Safe level indicated on HVRT maps/ web page. M. Sheltered sign with updated maps. N. Blockages removed on new section of the River Trail. O. Final portion of the Still River Trail open.	1,000	1,500			2,500
	1,200	1,000			2,200
	750	750			1,500
	10,000	5,000			15,000
	2,000	0			2,000
TOTAL BY FUNDING SOURCE	5	6	7	8	GRAND TOTAL
	56,020	28,850			84,870

NOTES: Box 5 should be the same as the Grand Total indicated in Part D Table 1. Box 6 above should match Part A, Budget Summary, Box 2. Box 7 above should match Part A, Budget Summary, Box 3. Box 8 should match Part A, Budget Summary, Box 4