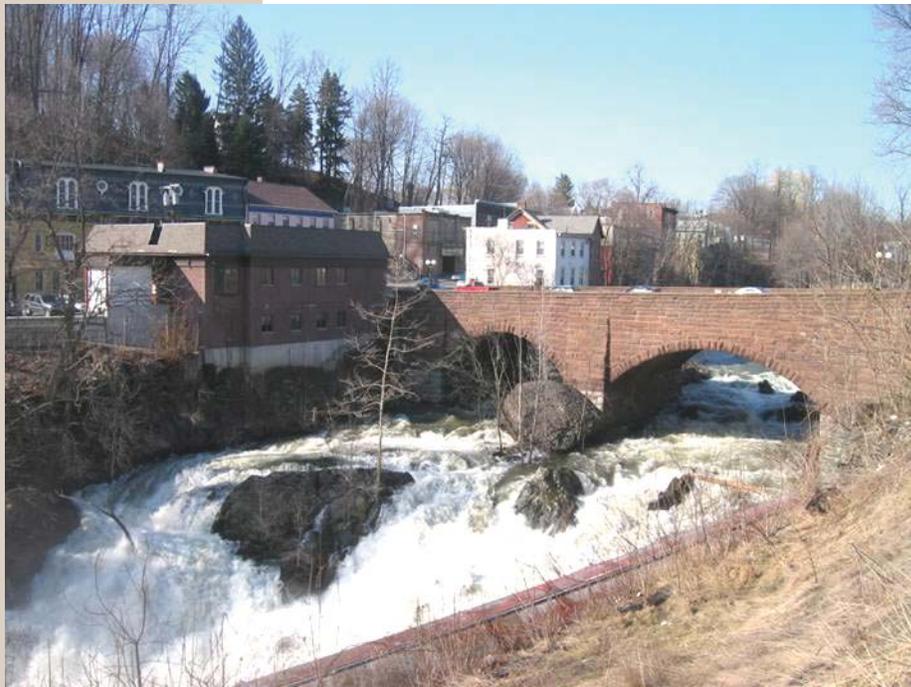


WAPPINGERS FALLS ACTION PLAN



“A public visioning process to promote pedestrian access and develop environmental tourism as catalysts for Village revitalization.”

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THE
Chazen
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WAPPINGERS FALLS ACTION PLAN

This document accompanies the **WAPPINGERS FALLS** VISION PLAN and is intended to assist the Village in planning for the implementation of improvements recommended in that Plan. It consists of three parts:

- Order-of-Magnitude estimates of probable costs
- Project phasing recommendations, and
- Implementation funding sources.

The Vision Plan sets out guidelines for Village streetscape, gateway and park identity improvements, highlighting the role of the Wappinger Greenway Trail that traverses the Village and creates opportune links to adjacent communities. These improvements are intended to be implemented over time, on a schedule that makes sense for the Village, and in coordination with the Village Capital Improvements Program. Improvements with little or no cost can be implemented immediately, often by Village personnel. Improvements with high visibility can be given top priority in order to build momentum and community support for future projects. Evidence of public support is important for securing additional implementation funds, and the Village will benefit from creating partnerships with local organizations that may be willing to fund certain improvements, or to provide matching funds for larger projects. Suggested partners are listed in the Conclusion of the Vision Plan.

Estimates of Probable Cost (estimates) are provided for improvements in the following categories, which can be located on the **Schematic Corridor Plan**:

- Park entrance improvements
- Wappinger Greenway Trail streetscape improvements
- Village Greenway Links streetscape improvements
- Gateway improvements
- Central Business District improvements

Each estimate includes unit costs for the site elements and improvements included. Significant limitations and exclusions are also noted. All unit costs include installation. Unit costs are based upon Summer 2007 pricing and were arrived at by reviewing multiple sources, when available, adjusted for inflation, and with a 20% contingency added.

These estimates are provided for planning purposes only. They are based on dimensions hand measured off of 100-scale aerial mapping. Final design for any of these improvements will require survey mapping with topography and the location of all above ground and underground features. The costs of these services, and of design and construction documentation, are not included in these estimates.

ORDER OF MAGNITUDE ESTIMATES OF PROBABLE COST

PARK ENTRANCE IMPROVEMENTS

These costs for entrance improvements are assumed to apply to the following parks:

- Veterans' Park
- James J. Temple Memorial Park
- Bain Park
- Canale Memorial Park
- Fisherman's Park

The remaining existing and proposed parks, which are either unbuilt or scheduled for major renovations, would receive the same entrance treatments as part of those park development costs, which are not detailed in this document. Those parks include Cosentino Park, Falls View Park, and Major Joseph W. McDonald MIA Park. The entrances to Mesier Park are considered part of the Central Business District in this Vision Plan.

For the purpose of this estimate, park entrance improvements are assumed to include the following. The actual design will vary for each park and with the number of entrances to be improved:

- (2) Timber Bollards, or one Timber Archway
- Timber Guardrail around parking areas
- Amenities including bench(es), receptacle(s) and bicycle rack(s)
- Wayfinding Sign(s)

Estimates done for two different parks, with different entrance requirements, were used to arrive at this estimate. The greatest variables, in addition to the number of entrances for a given park, are Pedestrian Lighting and Street Trees. Thus, those items are not included in the basic estimate, but unit costs are provided. The following is a representative estimate for Park Entrance Improvements:

PARK ENTRANCE IMPROVEMENTS cont'd

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Timber Bollard	2	\$ 510. EA	\$ 1,020.
Timber Guardrail	170	78. LF	13,260.
Bench	3	1,800. EA	5,400.
Kiosk	1	6,400. EA	6,400.
Wayfinding Sign	2	320. EA	640.
 TOTAL			 \$ 26,720.
			 SAY \$ 27,000.

Add

Street Tree	varies	\$ 500. EA	
Pedestrian Lighting	"	5,000. EA	

GREENWAY TRAIL IMPROVEMENTS

These costs apply to the on-street portions of the Wappinger Greenway Trail within the Village limits. The quantities exclude those portions of the Trail that are on East Main Street, as they are included under the cost estimates for the Central Business District.

For the purpose of this estimate, Greenway Trail improvements are assumed to include the following treatments. The actual treatments may vary according to the final design and available budget. The actual number of amenities or placement of lights will vary according to site conditions. The placement of trees is highly site specific, and they are not included in the estimate:

- Distinctive Sidewalks, e.g. tinted concrete with a decorative score
- Textured Crosswalks, e.g. imprinted asphalt or concrete (every 700 LF)
- Amenities, i.e. benches, receptacles and bicycle racks (every 700 LF)
- Pedestrian Lighting (40 feet on center)
- Wayfinding Signs (minor signs, every 350 LF)

The following is a representative estimate for approximately 2.6 miles of on-street Wappinger Greenway Trail Improvements:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Sidewalk (@ 5' width, 13,000 LF x 2)	130,000	\$ 13. SF	\$1,690,000.
Crosswalk (@ 200 SF)	20	23. SF	92,000.
Bench (every 700 LF)	20	1,800. EA	36,000.
Receptacle (every 700 LF)	20	1,800. EA	36,000.
Bicycle Rack (every 700 LF)	20	1,000. EA	20,000.
Pedestrian Lighting	340	5,000. EA	1,700,000.
Wayfinding Sign, Minor (every 350')	40	320. EA	12,800.
" , Major	10	4,000. EA	40,000.

TOTAL \$3,626,800.

SAY **\$3.6 Million**
or **\$2.4 Million**
Per Mile

Add

Street Tree	varies	\$ 500. EA
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VILLAGE GREENWAY LINK IMPROVEMENTS

The Vision Plan proposes improvements for several streets that connect the Wappinger Greenway Trail with Village parks. These Village Greenway Links are secondary connectors on primarily residential streets.

For the purpose of this estimate, Village Greenway Link improvements are assumed to include the following treatments. The actual treatments may vary according to the final design and available budget. Because the placement of street trees will vary with site conditions, they are not included in the estimate, but a unit cost is provided:

- Distinctive Sidewalks, e.g. tinted concrete with a decorative score
- Pedestrian Lighting (40 feet on center)
- Wayfinding Signs

The following is a representative estimate for approximately 1.06 miles of Village Greenway Link Improvements:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Sidewalk (@ 5' width, 5,600 LF x 2)	56,000	\$ 13. SF	\$ 728,000.
Pedestrian Lighting	140	5,000. EA	700,000.
Wayfinding Sign	7	320. EA	2,240.

TOTAL \$1,430,240.

SAY **\$1.4 Million**
or **\$1.3 Million**
Per Mile

Add

Street Tree	varies	\$ 500. EA	
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VILLAGE GATEWAY IMPROVEMENTS

One of the priorities of the Vision Plan is to make improvements to gateway locations that will create a visual identity for the Village. The plan proposes improvements at the four major gateways into the Village:

- North - Route 9D/West Main Street
- South – Route 9D/South Avenue
- East – East Main Street at Route 9
- West – Market Street

The Vision Plan proposes an identical treatment for the north, south and east gateways, all on State Routes, using an adaptation of the historic light pole that can be found in front of the Grinnell Library. The west gateway at Market Street, a local road adjacent to the Wappinger Creek and a Wappinger Greenway Trail trailhead, has a different character. There, the Vision Plan proposes an archway designed with a Village-appropriate theme to span the road. The cost of the two treatments would probably be in the same range.

The following elements are included. The actual treatments may vary according to the final design and available budget. Planting, not included in this estimate, would be a minor additional cost.

- Distinctive Roadway Pavement, 20'
- Feature Lighting, each side of road
- Village Sign

The following is a representative estimate for each of the four Village Gateways:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Pavement (20' x 35' width)	700	\$ 23. SF	\$ 16,100.
Feature Lighting	2	10,000. EA	20,000.
- or -			
Welcome Arch	1	20,000. EA	20,000.
Village Sign	1	2,000. EA	2,000.
TOTAL			\$38,100.
			SAY \$38,000

CENTRAL BUSINESS DISTRICT IMPROVEMENTS

The Central Business District improvements apply to Route 9D/East Main Street from the Bridge and intersection with West Main Street, east along East Main Street to Route 9. The Vision Plan **Corridor Enlargement Plan** also illustrates specific locations for improvements from the Bridge to the South Avenue intersection.

For the purpose of this estimate, Central Business District improvements are assumed to include the following treatments. The actual treatments may vary according to the final design and available budget. The range indicated covers the differential cost for intersection pavements. The actual number of amenities, and the placement of lights and street trees will vary according to site conditions. Note that the estimate does not include the costs associated with road realignments or narrowing as those costs are impossible to estimate reliably without site information and engineering design. However, the estimate *does* include the cost of pedestrian improvements made possible by those realignments:

- Distinctive Sidewalks, e.g. Bluestone or bluestone and brick pavement
- Intersection Treatments, e.g. corner treatments, imprinted asphalt or vehicular unit paver crosswalks, signal poles
- Textured Crosswalks, e.g. imprinted asphalt or vehicular unit pavers
- Restriping parking spaces
- Pocket park treatments, e.g. pavement, planters/plantings, amenities, lighting, signage, pedestrian bollards
- Amenities, i.e. benches, receptacles and bicycle racks (assumed @ block)
- Bus Shelters
- Pedestrian Lighting (40 feet on center)
- Street lighting pole replacement (\pm 50 feet on center)
- Wayfinding Signs, e.g. street signs and interpretive signs

The following is a representative estimate for approximately one-half mile of Central Business District Improvements. Separate sub-estimates are provided for the major intersection treatments and pocket parks:

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

MAJOR INTERSECTIONS

For the purpose of this estimate, the major intersection treatments are assumed to consist of the following treatments:

- Distinctive Roadway Pavement within the intersection, e.g. imprinted asphalt or vehicular unit pavers
- Textured Crosswalks, e.g. imprinted asphalt or vehicular unit pavers
- Distinctive Corner Treatments, e.g. Bluestone Pavement
- Detectable Warning Units, e.g. stone or tinted concrete
- Signal Pole Replacement for existing signals suspended from overhead wires

9D/East Main Street – 9D/South Avenue at Village Hall:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Road Pavement			
Imprinted Pavement	4,000	\$ 23. SF	\$ 92,000.
- or -			
Vehicular Unit Paver	"	48. SF	192,000.
Crosswalks (assumed 3 @ 6'x 45')			
Imprinted Pavement	800	\$ 23. SF	\$ 18,400.
- or -			
Vehicular Unit Paver	"	48. SF	38,400.
Bluestone Corner Treatment (3 @ 100 SF)	300	30. SF	9,000.
Detectable Warning Unit	6	500. EA	3,000.
Signal Pole Replacement	2	125,000. EA	250,000.
 TOTAL			 \$ 372,400.
			- or -
			\$ 492,400.

SAY **\$375,000 to \$500,000**

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

MAJOR INTERSECTIONS

East Main Street-Spring Street-Satterlee Place at Grinnell Library:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Road Pavement (assumed 35' x 35')			
Imprinted Pavement	1,200	\$ 23. SF	\$ 27,600.
- or -			
Vehicular Unit Paver	"	48. SF	57,600.
Crosswalks (assumed 4 @ 6' x 35')			
Imprinted Pavement	840	\$ 23. SF	\$ 19,320.
- or -			
Vehicular Unit Paver	"	48. SF	40,320.
Bluestone Corner Treatment (4 @ 100 SF)	400	30. SF	12,000.
Detectable Warning Unit	8	500. EA	4,000.
TOTAL			\$ 62,920.
			- or -
			\$ 113,920.

SAY \$63,000 to \$114,000

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

MAJOR INTERSECTIONS

9D/West Main Street-9D/East Main Street at Bridge:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Road Pavement (assumed 100' x 35')			
Imprinted Pavement	3,500	\$ 23. SF	\$ 80,500.
- or -			
Vehicular Unit Paver	"	48. SF	168,000.
Crosswalks (assumed 1 @ 6' x 35')			
Imprinted Pavement	210	\$ 23. SF	\$ 4,830.
- or -			
Vehicular Unit Paver	"	48. SF	10,080.
Bluestone Corner Treatment (2 @ 100 SF)	200	30. SF	6,000.
Detectable Warning Unit	2	500. EA	1,000.
TOTAL			\$ 92,330.
			- or -
			\$ 185,080.
			Say \$92,000 to \$185,000
TOTAL MAJOR INTERSECTIONS			\$530,000. to \$799,000.
			Say \$500,000 to \$800,000

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

POCKET PARKS

For the purpose of this estimate, pocket park treatments are estimated for a 100 square foot area and that cost is applied to the total estimated square footage for all parks. The treatments consist of the following. The actual treatments will vary with the final site design for each location. Note that the cost of Pedestrian Bollards is added to the individual park costs, based on their requirements. The proposed sculpture for the Grinnell Library pocket park is not included in this estimate:

- Distinctive Sidewalks, e.g. Bluestone Pavement
- Pedestrian Lighting
- Planter Boxes/Plantings
- Amenities, e.g. bench, litter receptacle, bicycle rack
- Wayfinding Sign
- Pedestrian Bollards

Based upon 100 square feet:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Sidewalk Pavement	100	\$ 32. SF	\$ 3,200.
Pedestrian Lighting	1	8,000. EA	8,000.
Planters/Planting	2	1,100. EA	2,200.
Bench	2	1,800. EA	3,600.
Litter Receptacle	1	1,800. EA	1,800.
Bicycle Rack	1	1,400. EA	1,400.
Wayfinding Sign	1	320. EA	320.
 TOTAL			 \$ 20,520.
		\$205.20 @ 100 SF	
	SAY	\$200/SF	

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

POCKET PARKS TOTAL

Bridge Area	1400	200. SF	\$ 280,000.
Pedestrian Bollard	8	1,300. EA	10,400.
		Sub-total	\$ 290,400.
 Mill Street Corner	 800	 200. SF	 \$ 160,000.
Pedestrian Bollard	4	1,300. EA	5,200.
		Sub-total	\$ 165,200.
 Mary Ross Park	 400	 200. SF	 \$ 80,000.
		Sub-total	\$ 80,000.
 Grinnell Library Park	 1500	 200. SF	 \$ 300,000.
Pedestrian Bollard	4	1,300. EA	5,200.
		Sub-total	\$ 305,200.
 TOTAL POCKET PARKS			 \$ 840,800.
		SAY	\$ 850,000.

CENTRAL BUSINESS DISTRICT IMPROVEMENTS cont'd

CENTRAL BUSINESS DISTRICT IMPROVEMENTS TOTAL

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Cost</u>
Distinctive Sidewalk (@ 5' width, 2,800 LF x 2)	130,000	\$ 13. SF	\$1,690,000.
Intersection Treatment	see details		500,000.
			- or -
			800,000.
Crosswalks (assumed 12 @ 6' x 35')			
Imprinted Pavement	2520	\$ 23. SF	\$ 57,960.
- or -			
Vehicular Unit Paver	"	48. SF	120,960.
Restriping Parking (43 spaces @ 8')	344	.40 LF	138.
Pocket Park	see details		850,000.
Bench	15	1,800. EA	27,000.
Receptacle	15	1,800. EA	27,000.
Bicycle Rack	8	1,400. EA	11,200.
Planter Box	20	1,100. EA	22,000.
Street Tree	20	500. EA	10,000.
Bus Shelter	2	23,000. EA	46,000.
Pedestrian Lighting (40' on center)	140	5,000. EA	700,000.
Street Light Pole (±50' on center)	112	8,000. EA	896,000.
Street Sign, Minor (2 @ intersection)	10	250. EA	2,500.
Wayfinding Sign	3	300. EA	900.
 TOTAL			 \$ 4,840,698.
			- to -
			\$ 5,203,698.
			 SAY \$ 4.8 Million
			- to -
			\$ 5.2 Million

PHASING RECOMMENDATIONS

This section proposes phases for implementing improvements, as follows: Immediate, Short-term, Periodic, and Ongoing. Immediate improvements are those that can be implemented with Village personnel and that would be highly visible first steps in implementing the Vision Plan. Some Short-term improvements may also be able to be implemented by Village personnel. Periodic improvements, which involve sidewalk replacement, can be implemented in stages and should be coordinated with the Village Capital Improvements Plan in order to be cost-efficient. Some will also require greater effort to secure funding, probably from multiple sources.

IMMEDIATE

- Incorporate improvements into Village Capital Improvements Program
- Parking space restriping
- Central Business District Planter Boxes
- Central Business Street Signs and Wayfinding Signs (begin)

SHORT-TERM

- Park entrance improvements, for existing parks
- Wappinger Greenway Trail and Village Greenway Links crosswalk improvements.
- Central Business District bus shelters
- Existing street light pole replacements

PERIODIC

- Village Gateway improvements
- Central Business District roadway realignments, bulb-outs and other road narrowing.
- Central Business District streetscape and intersection improvements, wayfinding and pocket park development, pedestrian lighting and signal poles.
- Wappinger Greenway Trail and Village Greenway Link sidewalk improvements.
- " " pedestrian lighting, wayfinding, street tree planting, and amenities
- New Village park development.
- Burial of overhead utilities.

ONGOING

- Street tree planting and replacement.

FUNDING SOURCES

New York State agencies offer the largest number of funding opportunities for implementation of these improvements, including through their administration of Federal funding. Some sources listed below do not offer capital funding, but will support the planning and design “soft” costs that will be necessary in order to go forward. These sources are starred *.

Community Foundation of Dutchess County*

<http://www.communityfoundationdc.org>

Dyson Foundation – Funding of Historic Sites and Historic Preservation*

<http://dysonfoundation.org>

New York State:

Council on the Arts*

http://www.nysca.org/public/guidelines/architecture/design_planning.htm

Dept. of Environmental Conservation Hudson River Estuary Program and Estuary Action Agenda Grants Program <http://www.dec.ny.gov/environmentdec/33071.htm>

Environmental Protection Fund Local Waterfront Revitalization Program

http://www.nyswaterfronts.com/grantopps_epf.asp

Governor’s Office for Small Cities – Community Development Block Grants - Small Cities Program

<http://nysmallcities.com/FundingOpportunities/fundingavailability.asp?gid=26>

Division of Housing and Community Renewal – New York State Housing Trust Fund Corporation <http://www.dhcr.state.ny.us/ocd/progs//htf/ocdprght/htm>

Main Street Program <http://www.nymainstreet.org>

Hudson River Greenway – Greenway Communities Program; Greenway Conservancy Program; Greenway Compact Program; Water Trail Grant Application

<http://www.hudsongreenway.state.ny.us>

Office of Parks, Recreation and Historic Preservation – Recreation Trails Program; Parks Program; Heritage Areas Program; Acquisition; Legislative Initiatives. Federal funds: Land and Water Conservation Fund Program; Boating Infrastructure Grant Program

<http://nyspark.state.ny.us/grants/programs/recreation.asp>

Dept. of State – Quality Communities Program <http://qualitycommunities.org>

Department of Transportation – Transportation Enhancements Program
<https://www.nysdot.gov/portal/page/portal/programs/tep>

Preservation League of New York State – Preserve New York*
<http://preservenys.org/funding/htm>

U.S. Department of the Interior, National Park Service – Preservation America Grant Program <http://www.nationaltrust.org/funding/nonprofit.html>

In addition, the following are potential partners and resources for park, recreation and transportation projects:

Dutchess County Planning and Development – County Transportation Council
<http://www.co.dutchess.ny.us/CountyGov/Departments/Planning/PLpdctcIndex.htm>

Open Space Institute <http://osiny.org>

Scenic Hudson <http://scenichudson.org>

Trust for Public Land <http://tpl.org>

Additional information resources are:

New York State Assembly Grant Action News <http://www.assembly.state.ny.us/gan>

New York State Quality Communities Clearinghouse
<http://www.qualitycommunities.org/index.asp>

New York State Co-Funding Initiative <http://www.nycofunding.org/newcofunding>