ARLINGTON RECREATION PARK
PEDESTRIAN ACCESS
SCOPING STUDY

ARLINGTON STP BP13(14)

Bennington County Regional Commission

Holden Engineering

For: the Town of Arlington

November 2015

BCRC Bennington County Regional Commission

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PROJECT PURPOSE & NEED

Project Purpose

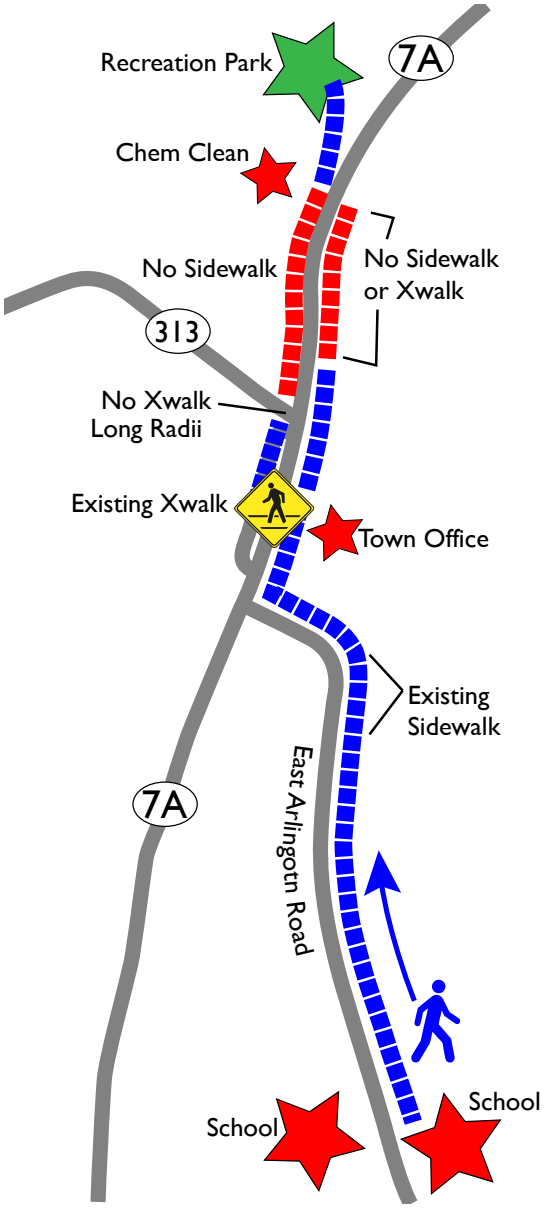
The project's purpose is to create a safe and appealing walking route between Arlington's existing sidewalk network and the Arlington Recreation Park.

Project Need

There is no safe walking route between Arlington's village center and the Arlington Recreation Park. The park has a wide array of facilities, including playing fields for most of the town's athletic programs. After school, students walk from the elementary and high schools, on East Arlington Road, to the recreation park located 0.9 miles to the southeast on Route VT7A. The shoulder width in the no sidewalk area varies between 0.5 feet to 2.0 feet.

For the first 0.7 miles of this route, there are sidewalks, but for the last 0.2 miles there are no sidewalks, and students and residents must walk across private yards and in VT7A's narrow shoulder to reach the park.

Most critically, all possible walking routes involve crossing a busy state highway where there is no crosswalk (VT7A AADT 3,700). Students must either cross VT7A at the existing crosswalk opposite the Town Office, and then cross VT313 without a crosswalk, or, they must cross VT7A further to the north without a crosswalk.



PROJECT BENEFITS

Transportation Benefits

- Creates a safe and appealing walking route between the Arlington Public Schools and Arlington's village center, and the Arlington Recreation Park.
- Leverages public resources in the area, including the Arlington Recreation Park, and Arlington's existing sidewalk network.

Public Health Benefits

- Encourages active transportation in a county with an 11% rate of type 2 diabetes (16% for residents making less than $25,000).

EXISTING CONDITIONS

Project Area

VT7A from mile marker (MM) 3.8 at the Arlington Town Office to MM 4.1 at the north edge of the Chem Clean property boundary.

2012 AADT (Average Annual Daily Traffic)

VT7A between East Arlington Rd. and VT313 West AADT = 4,300

VT7A between VT313 West and Sunderland Town Line AADT = 3,700

Source: VTrans Route Log AADT's

A student walking along Route VT7A towards the Recreation Park.

Crash History

There were no crashes reported on VT7A between mile markers 3.8 and 4.1 in *VTrans General Yearly Summaries – Crash Listing 2009 – 2013*.

The path alignment will cross the Chem Clean access (right). The steep embankment on the east side of VT7A (left) makes it an unfeasible location for the path.

Speed Limit

The speed limit is 35 mph south of Chem Clean, and 40 mph north of Chem Clean.

Right of Way (ROW)

As part of this study the VTrans ROW section has investigated the ROW width for VT 7A in the project area. Right of way of way information in this area mostly dates from the late 1700's and early 1800's and is somewhat ambiguous. Because the section of road along what is now VT 7A in the project area was altered in 1811 with no width given in the layout, VTrans has claimed a statutory 3-rod (49.5 feet) right of way. For more information, see Appendix, Correspondence with VTrans ROW Section. In addition to the state ROW, the Town also has a permanent path easement along the proposed path alignment through the Naaktgeboren property.

Pedestrian Generators

The Arlington Recreation Park is a Town park with baseball, softball, and soccer fields; tennis and basket-

ball courts; a swimming pond; and a small golf course. The access path to the park is located on the west side of VT7A, approximately ¼ mile north of the village center.

Arlington's walkable village center has residential streets; a post office; municipal offices; and business including convenience stores, banks, and an historic inn and restaurant. Arlington's schools and public library are on East Arlington Road, about half a mile from the village center.

The VT313/VT7A intersection has long turning radii and lacks crosswalks.

SITE CONSTRAINTS

Intersection of VT313 & VT7A

This intersection was rebuilt into a "T" intersection approximately 10 years ago. There is a new sidewalk on the western side of VT7A that turns the corner down the southern side of VT313.

From the new sidewalk, there is no crosswalk across VT313, and no sidewalk along VT7A north of VT313. Despite the lack of crosswalks, some pedestrians cross VT313 here. (Alternatives 5,6, and 7 propose a crosswalk across VT313, however the concept was rejected at the public alternatives presentation.)

The existing marble sidewalk slowly disappears near the Arlington Inn.

The intersection's turning radiuses are wide – approximately 45' on the southeast leg and 66' on the northeast leg. The wide radiuses accommodate truck traffic, but they also create long pedestrian crossing distances and invite fast vehicle turns.

Slope west of VT7A

Approximately 500 feet from the VT7A/313 intersection, a large hill slopes down close to the eastern edge of VT7A making it an unfeasible location for a path or sidewalk. The shoulder is also narrow there.

Chem Clean

Chem Clean is a service station and convenience store with several gas pumps. There is perpendicular parking along the building. The existing park access trail entrance is on the north side of the pump area. Efforts should be made to determine existing conditions before this area is disturbed, because preexisting hazardous material

or petroleum contaminated soils mitigation costs are non-participating in many federally-funded transportation grants.

UTILITY IMPACTS

There are utility poles in the project area on the west side of VT7A. The lines cross to the east side of the road at Chem Clean. It is unlikely the proposed project would require relocating poles because there is adequate distance between the poles and the edge of the ROW for a path.

There are several drain inlets in the project area along the edge of pavement. The path or sidewalk would be set back from the road and no curbing would be constructed, so the drain inlets would not be impacted.

NATURAL AND CULTURAL RESOURCES

There are no known natural resources in the project area that would be impacted by the proposed preferred alternative.

As is shown in the *Cultural and Natural Resource Map* (see Appendix), the project area is outside of nearby floodways and wetlands.

About half of the project area is in the Arlington Village Historic District. The district, encompassing 180 acres with 190 contributing resources within the property, was added to the National Register of Historic Places in 1989.

Much of the district centers on Arlington's Main St (VT7A). Structures on the National Register along the proposed pathway to the recreation park include:

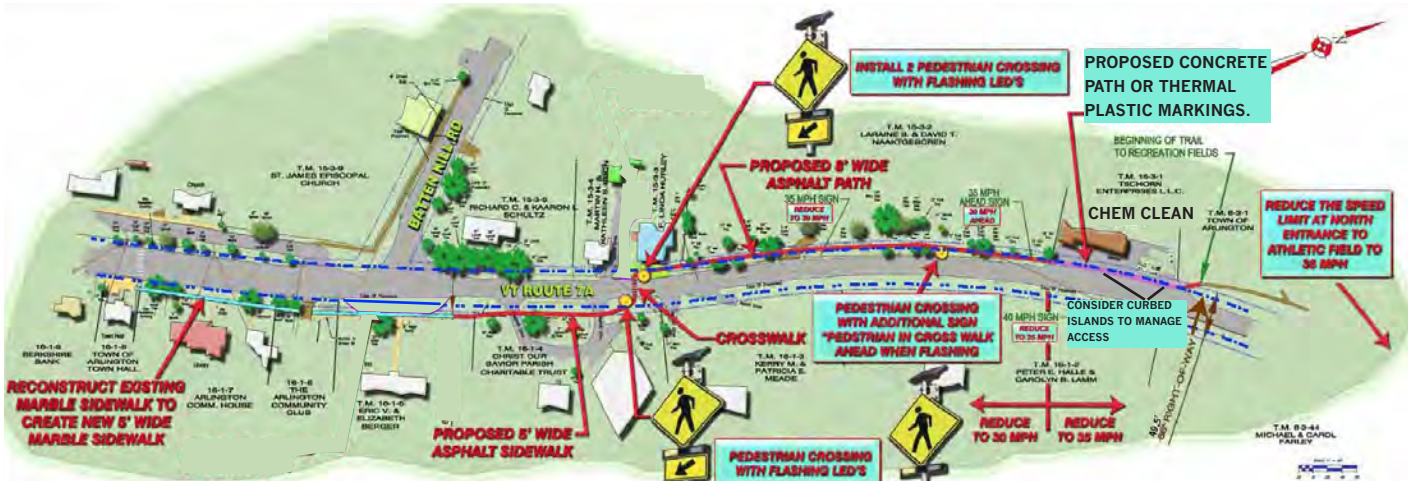
East Side of VT7A from South to North

- Arlington Town Hall (16-1-8)
- "Smith-Canfield House"/Library (16-1-7)
- "Luman Foote House" at 3888 VT7A (16-1-6)
- "Martin Chester Deming House"/The Arlington Inn (Berger 16-1-5)
- St Margaret Mary's Roman Catholic Church/"The Watkins House" (16-1-4)
- "Whitney-Leake House" at 3978 VT7A (Meade 16-1-3)
- "A.D. Canfield House"/Hill House at 3986 VT7A (Halle, Lamm 16-1-2)

The marble sidewalk in the historic village center from the Town Office north is in poor condition and may not meet accessibility standards for a firm, stable and slip resistant surface.

West Side of VT7A from South to North

- St James Episcopal Church and Churchyard (15-3-9)
- "Deming Tavern"/The Deming House (Schultz 15-3-5)
- House at 3957 VT7A (Irion 15-3-4)
- House at 3975 VT7A (Hurley 15-3-3)



The Preferred Alternative (Alternative 1)

ALTERNATIVES

Alternative 1 (Preferred Alternative)

Alignment Overview (South to North)

The preferred alternative alignment begins at the Town Office on the east side of VT7A, crosses VT7A approximately 200 feet north of the VT313 intersection on a new mid-block crosswalk, and then continues on the west side of VT7A on a new shared-use path that joins the existing recreation park's access trail just north of the Chem Clean Property.

Reconstruct Existing Marble Sidewalk

The existing marble sidewalk between the Town Office and the Arlington Inn (approximately 330 feet) is in poor condition and slowly disappears along the northern end of the inn property. Because the marble sidewalk is an important feature of the Arlington Village Historic District, we recommend restoring the existing marble sidewalk, as was done elsewhere in the village, by re-setting marble pieces into a concrete base. The sidewalk must meet ADA requirements to qualify for federal funding.

Construct New Concrete Sidewalk

North of the inn, where the existing sidewalk disappears, a new 180-foot long, five-foot wide concrete sidewalk, separated from the road with a green strip, is proposed.

New Mid-Block Crosswalk

A new mid-block crosswalk across VT7A, located approximately 280 feet from the VT7A/VT313 intersection, is proposed. This location was chosen because of its good site distance (see below).

The crosswalk location meets all of the criteria from the *VTrans Guidelines for Pedestrian Crossing Treatments – January 2015*.

VTrans Criteria For Mid-block Crosswalks		Notes
Speed Limit 40 mph or less	✔	The speed limit at the proposed crossing location is 35 mph. The proposed speed limit is 30 mph.
Minimum of 250 feet of sight distance for 35 mph posted speed limit and 200 feet for 30 mph.	✔	Sight distance at the proposed x-walk is 467 feet to the north and 500 feet to the south.
No other crosswalk within 200 feet	✔	The nearest crosswalk is approximately 625 feet to the south
Vehicle volume exceeds 3000 per day	✔	2012 AADT was 3,700
Pedestrian crossing volume peak hour exceeds 20 (children and the elderly count as 2 each), or, if this threshold is not met, **"It may be determined that pedestrian safety would be enhanced by installing a marked crosswalk."**	✔	The marked crosswalk will enhance pedestrian safety, because it will direct pedestrians to cross where the sight distance is best. The crosswalk, the advanced warning sign, and the flashing beacons will alert drivers to the presence of pedestrians.

Pedestrian Warning Signs

The crosswalk will have crosswalk signs facing each direction of traffic. We also recommend installing an advanced pedestrian warning sign 300 feet north of the crosswalk to alert drivers approaching the village from faster speed zones to the north.

Because this mid-block crossing is in a semi-rural location where drivers may not expect a crosswalk, we recommend the pedestrian warning signs be equipped with solar-powered Rectangular Rapid Flashing Beacons (RRFB). While the *VTrans Guidelines for Pedestrian Crossing Treatments* does not recommend RRFBs for two lane roads with a speed limit less than 40 mph, and AADT less than 9,000, in our judgement the need to provide extra emphasis to this pedestrian crossing justifies their use. These beacons are meant to emphasize the pedestrian signs and are recommended where a high percentage of the pedestrians are young or elderly, or other special conditions apply, such as nighttime use or a rural location. It is likely that some pedestrians will use the crosswalk at night or at dusk as some of the recreation park fields are lit at night.

Example of a pedestrian sign with a Rectangular Rapid Flashing Beacon.

In a 2008 memo, the FHWA gave interim approval for the use of RRFBs, noting that before and after studies show that installation of RRFBs increases the percent of motorists who yield to pedestrians from 15-20 percent to the high 80s to nearly 100 percent.

Shared-use Path

From the new crosswalk to the existing recreation park access path, the proposed facility is an 8-foot wide, asphalt, shared-use path that will accommodate both pedestrians and cyclists.

The AASHTO Guide for the Development of Bicycle Facilities recommends a width of 10 to 14 feet for shared use paths with a minimum width of 8 feet. In this case, the minimum width is acceptable because the path is short (about 600 feet) and bicycle traffic will be low.

The paved area in front of the Chem Clean property presents a challenge to the path. In front of the property there is a 200-foot access that accommodates perpendicular parking in front of the building and a retail gas pump area to the north of the building. It is not feasible to relocate the perpendicular parking or the gas pump area, so the path will cross the access at grade, marked either with paint, thermoplastic or concrete. (There is a separate cost estimate for each option.) Access management options are very limited because of the site's current use, but should be explored in the project's design phase.

The approximate location of mid-block crosswalk and the beginning of the path.

The Town owns an easement along the proposed path alignment. Route VT7A can be seen on the right.

Gravel Pull-off in front of Arlington Inn

The gravel pull-off in front of the Arlington Inn should be eliminated. Paving should match typical sections to the south.

Proposed Speed Limit Changes

The speed limit in the most of project area is 35 mph. Near the gas station it is 40 mph. To reduce the likelihood of a pedestrian/vehicle crash, and to reduce the severity of a crash if it does occur, the plan proposes to reduce the speed limit by 5 mph in each zone. The 40 mph zone will become 35 mph and the 35 mph zone, where the proposed crosswalk is, will become 30 mph.

An engineering study is required before changing the speed limit. The study should report traffic volume, vehicle speed (particularly the 85th percentile speed), and pedestrian activity. In this case, the 85th percentile speed should not be used as the sole criteria for determining the speed limit because vehicle speed is the

critical factor in survival rates for vehicle/pedestrian crashes. In this instance, the 85th percentile speed may reflect, more than rational choices made by drivers, the road's highway-style design that does not change as it enters a village center. For example, the travel lane widths (roughly 11.5 feet wide) do not narrow as the road enters the village. Because this is a state highway, speed limit changes will need to be approved by the Traffic Committee. Narrowing the travel lanes to reduce traffic speed should also be considered.

The path will enter the Chem Clean access here.

Impacts to Natural and Cultural Resources

This Preferred Alternative will not disturb any known natural or cultural resources (see Appendix, Resource Map)

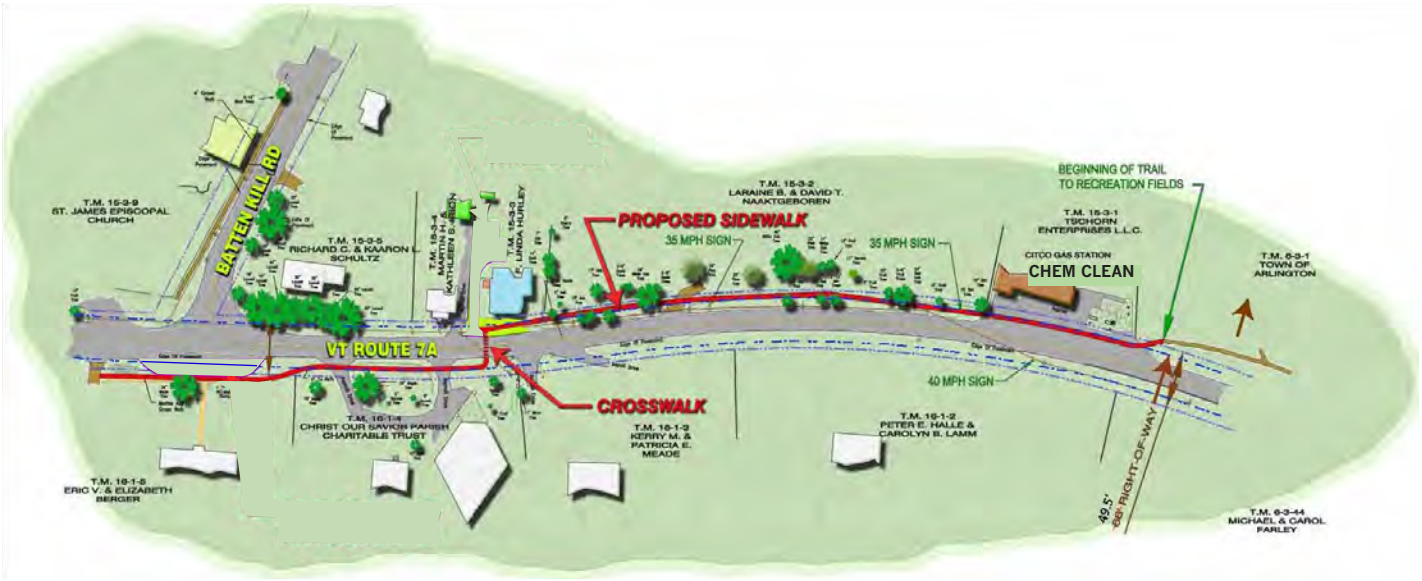
- The project is outside of nearby designated wetlands, flood hazard areas, and rare species population areas.
- Most of the alignment is on previously disturbed ground.
- Within the area of the Arlington Village Historic District, the project consists of restoring a section of existing marble sidewalk.

Permits Needed

- VTrans Section 1111 Permit to construct the path in the state ROW
- Categorical Exclusion

Right of Way Impacts

- Permanent easements may be needed from the church, Hurley, and Chem Clean. Alternatively, the facility could be located closer to the road within the state ROW.
- Temporary construction easements, and possibly slope easements

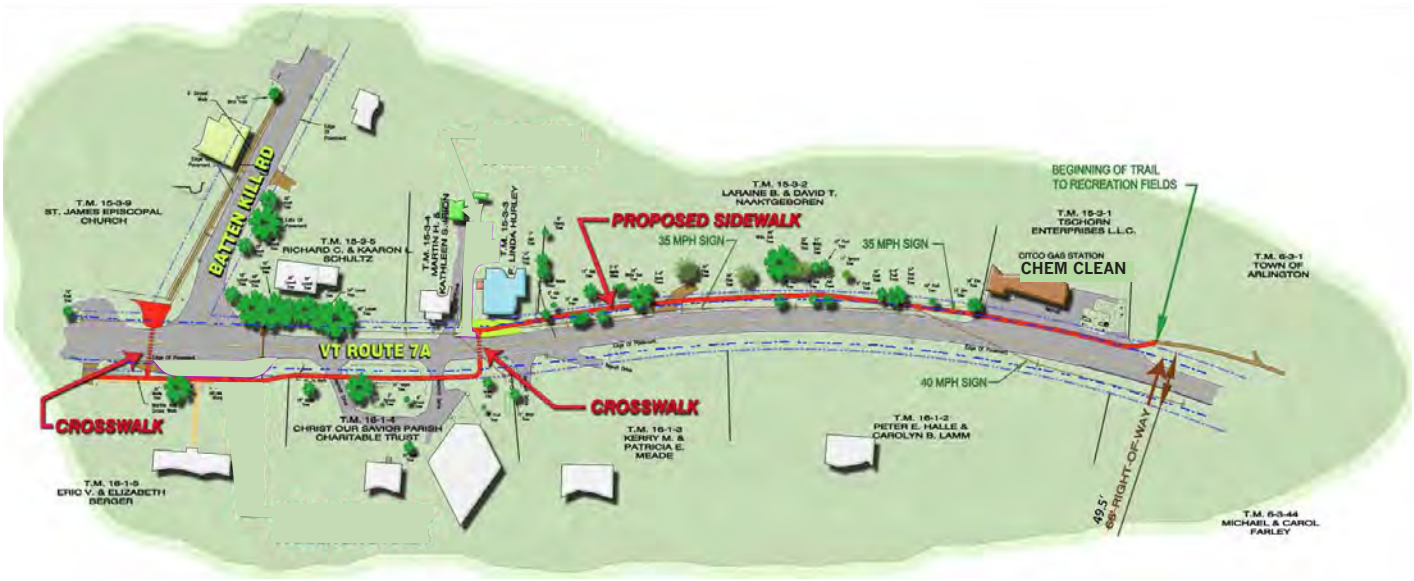


Alternative 2

Alternative 2

This alternative is identical to Alternative 1, except that the new sidewalk would curve slightly towards the road just north of the Arlington Inn. The slight curve was proposed as a way to add variation to the sidewalk alignment and to avoid a small slope near the church.

It was decided at the Alternatives Meeting that curving the sidewalk closer to the road was not desirable because it reduced the area available for a landscaped buffer between the sidewalk and the travel lane. Also, it would reduce the snow storage area.

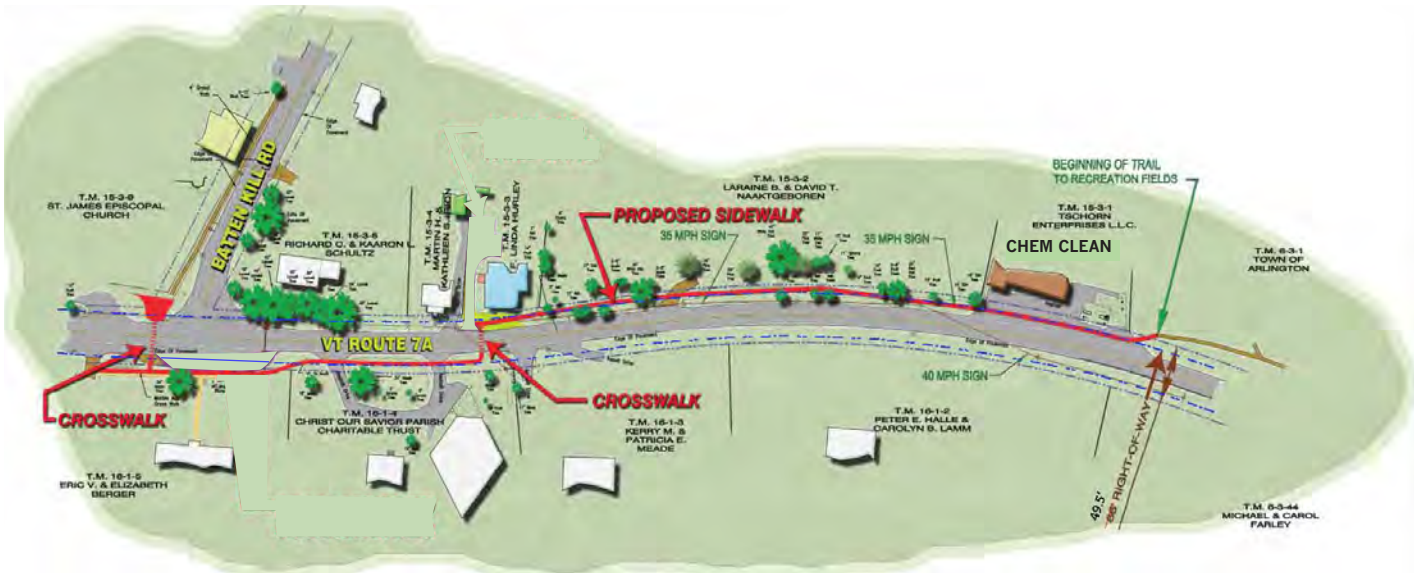


Alternative #3

Alternative 3

Alternative 3 is identical to the Preferred Alternative except that it proposes an additional crosswalk across VT7A on the southern side of the VT7A/VT 313 intersection.

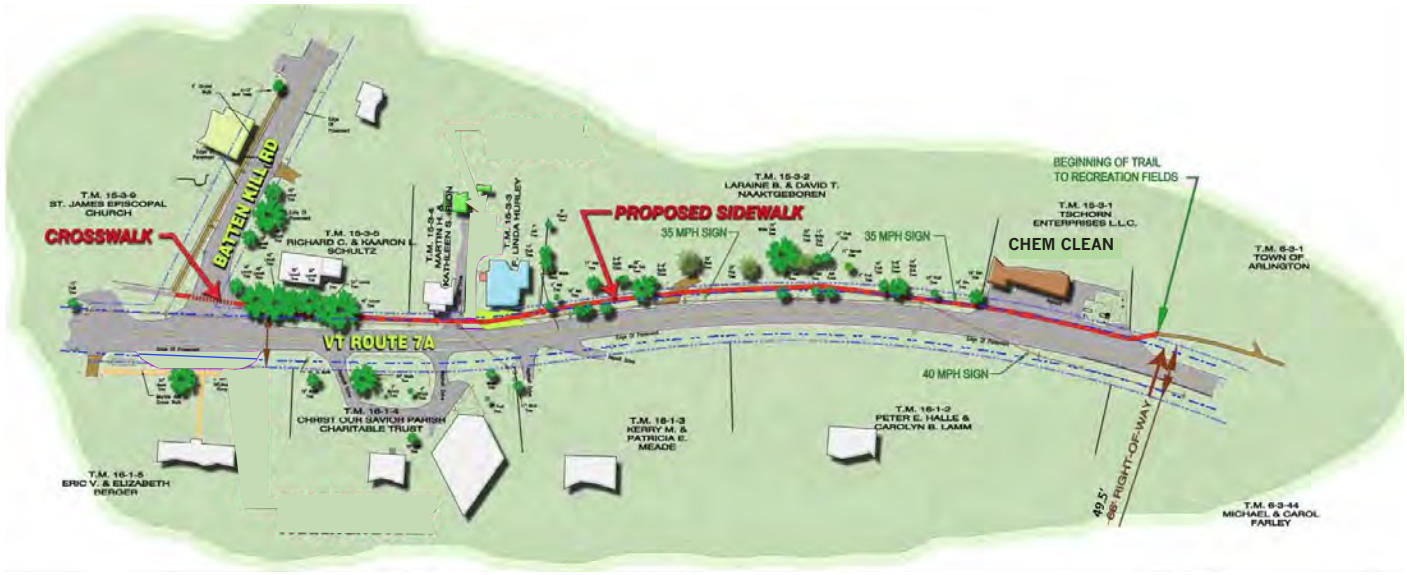
This alternative was proposed as a way to give residents living southwest of the VT313/VT7A intersection a crosswalk to reach the new recreation park sidewalk/path without having to backtrack to the crosswalk in front of the Town Office. The weakness of this alternative is that pedestrians who use the extra crosswalk would have to cross VT7A twice to reach the recreation park.



Alternative 4

Alternative 4

Alternative 4 is identical to Alternative 3, except that it adds the curve in the sidewalk near the church (see Alternative 2 discussion).



Alternative 5

Alternative 5

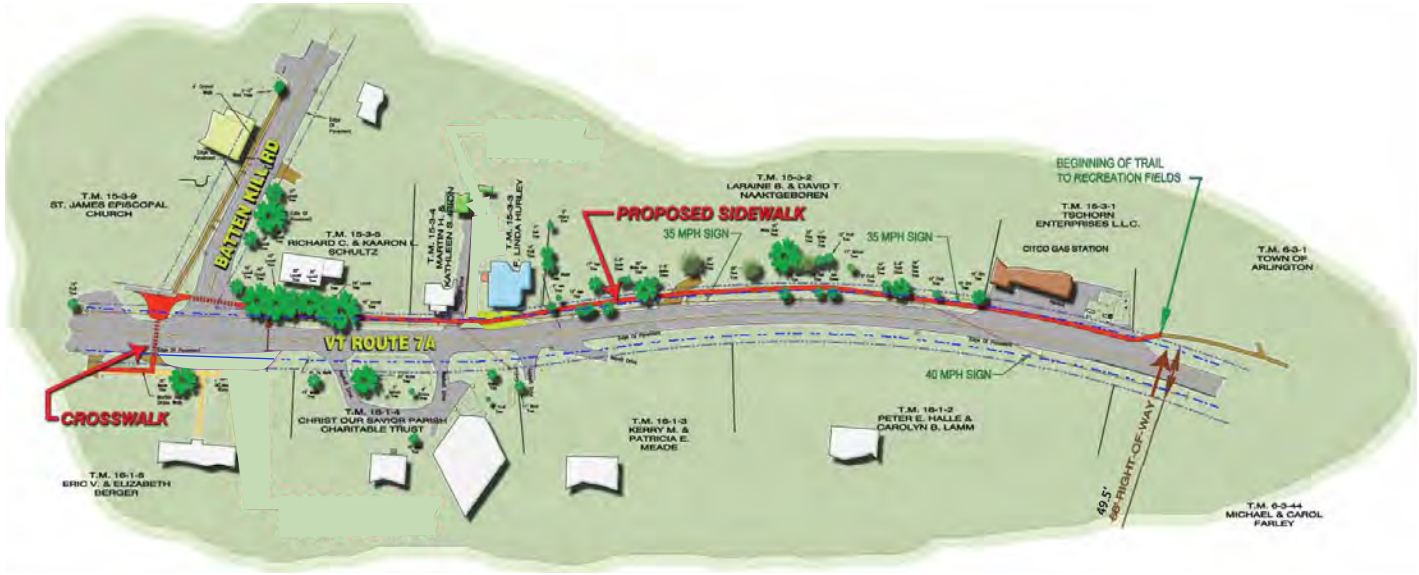
This alignment puts the path on the west side of VT7A. Pedestrians walking from the schools would cross VT7A at the existing crosswalk by the Town Office. A new crosswalk would be striped across VT313, and a new path or sidewalk would be constructed between VT313 and the existing recreation park access trail on the north side of the Chem Clean property.

Pros

- This alignment uses an existing crosswalk to cross VT7A, and it provides a new crosswalk across VT313, which several people at the public meetings said was needed – an argument bolstered by winter photographs that show many footprints crossing VT 313.

Cons

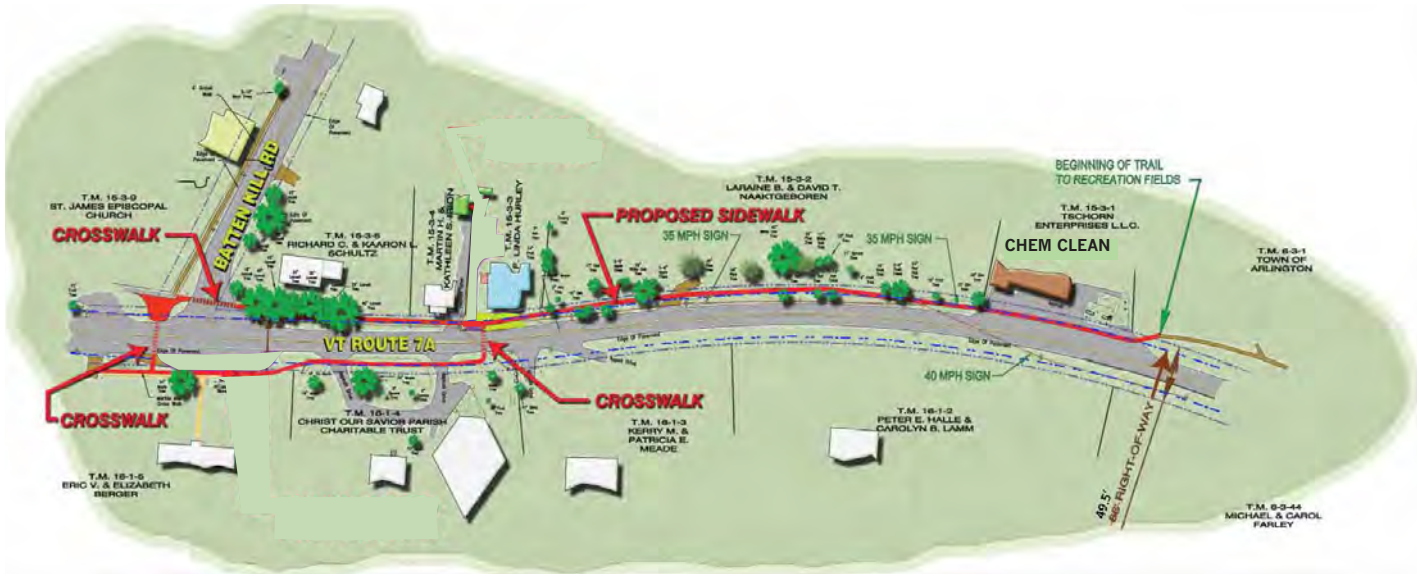
- This alignment is not the path of desire of students walking between the school and the Recreation Park. Most students seem to stay on the east side of VT7A and cross farther north, near the church.
- Also, the existing geometry of the VT313/VT7A intersection is not favorable for a pedestrian crossing. The intersection has wide turning radiuses (one is approximately 66 feet), which creates a long crossing distance and fast vehicle turns (see Site Constraints discussion).
- In addition, a new sidewalk would be built across the lawns of two properties potentially creating negative impacts and ROW complications.
- This alternative was not favored in the public meetings.



Alternative 6

Alternative 6

This alternative is the same as Alternative #5, except that it adds a crosswalk across VT7A at the VT313 intersection so that pedestrians would have the option of crossing at the intersection.



Alternative 7

Alternative 7

This Alternative is a combination of several alternatives. It proposes pedestrian facilities on both sides of VT7A until the mid-block crossing near the church, and two crosswalks at the VT7A/VT313 intersection.

The advantage of this alternative is that it provides the most options for pedestrians. Its disadvantages are it is the most expensive option, and it could create negative impacts to the Schultz and Irion properties.

No Build Alternative

The No-Build Alternative must be considered for all projects funded by the Federal Highway Administrative Act to comply with the National Environmental Policy Act (NEPA).

The No Build Alternative would not satisfy the Project Purpose & Need Statement. The need for a safe walking and bicycling route between the Arlington schools and the Arlington Recreation Park would remain if the project were not built.

PRELIMINARY COST ESTIMATE

This cost estimate is for the Preferred Alternative. It includes all features discussed under "Preferred Alternative" including reconstruction of the existing marble sidewalk. The tables below include costs that are typical with federally funded projects. If the Town chooses to construct the project without using federal funds, it is likely these costs would be lower. (*See Appendix for detailed preliminary construction cost estimate)*

Alternative A (version with concrete path across Chem Clean access)		
Preliminary construction estimate		$129,998
Engineering	25%	$32,500
Construction Inspection	20%	$26,000
Contingency	25%	$32,500
Subtotal		$220,997
Project Administration	15%	$19,500
TOTAL		**$240,496**

MAINTENANCE

The pavement markings that mark the new crosswalks (and possibly marking the path across the Chem Clean access) will need to be maintained. Common pavement marking materials are paint, thermoplastic, and epoxy. Paint is the least expensive and least durable option. Epoxy is a durable material that can last 3-5 years depending on traffic volume and snowplow use. Thermoplastic lasts 3-6 years but is more susceptible to snowplow damage. Concrete is the most durable option to mark the path across the Chem Clean access.

The Town will clear snow in the winter, as sidewalks must be accessible year round.

The state would maintain markings and signs. VTrans may require that the Town sign a maintenance agreement for the mid-block crossing, advance pedestrian warning signs, and landscaping.

The facility (the new asphalt path, concrete sidewalk, and restored marble sidewalk) will need to be maintained throughout its design life.

PUBLIC INVOLVEMENT

Two public meetings were held regarding the proposed Arlington Recreation Park Path. A Local Concerns Meeting was held February 23rd, 2015, and an Alternatives Presentation was held on April 20th, 2015. Both meetings were well attended (see *Appendix, Public Comments*).

All abutting property owners were invited to the two public meetings about the project. The meetings were also posted in the Town Office and in the *Bennington Banner*. Most abutting property owners attended the meetings. There was overwhelming support for the Alternatives that propose a pedestrian crossing as shown in Alternative 1. The Alternatives with a crossing across VT 313 were not supported.

COMPATIBILITY WITH TOWN AND REGIONAL PLANS

The proposed pedestrian connections from East Arlington Road to the Arlington Recreation Park are consistent with both the Arlington Town Plan (Adopted January 2015) and the Bennington County Regional Plan (Adopted March 2015). Improved connections to the recreation park are specifically mentioned in both plans multiple times. The Town Plan cites the need for more pedestrian connections, noting that, "Facilities for pedestrians and young children on bicycles are very limited in Arlington." The recreation park is specifically cited as a high priority under Transportation Actions, stating that "Sidewalks and paths should be improved and developed to provide safe pedestrian access along 7A," and "The intersection of Routes 313 and 7A should be redesigned to provide a crosswalk and to improve the geometry so as to reduce vehicular turning speeds thereby improving safety" (10.6). The Town Plan also recommends adopting Complete Streets practices in all road construction projects (10.5.3). The Bennington County Regional Plan recommends, "Towns and villages should seek opportunities to develop new bicycle and pedestrian facilities and connect them to form networks and to provide access to existing trail networks and outdoor recreational sites." (8.9) The Arlington project is also one of the Bennington County Regional Plan's Highway System Improvement Priorities (10.2) and Priority Walking and Bicycling Improvement Projects (10.6).

PROJECT TIME LINE (FOR FEDERALLY FUNDED PROJECT)

Scoping Study approved by Town	Fall 2015
Submit funding application to VTrans	July, 2016
Receive grant approval	August, 2016
Grant Agreement executed	October, 2016
Procure design services	December, 2016
Project design/review/permitting/VTrans approvals/ ROW acquisition	February, 2017 – April 2020
Proposal for contractor/advertisement/award	April, 2020
Begin construction	May, 2020

The typical time to design and construct a bicycle and pedestrian project using federal/state funds, administered through the VTrans Municipal Assistance Bureau (MAB), is 3-5 years. The Bureau's timeline template shows a typical project completion time of 41 months.

The project schedule (as a federal/state funded project)

VIABILITY

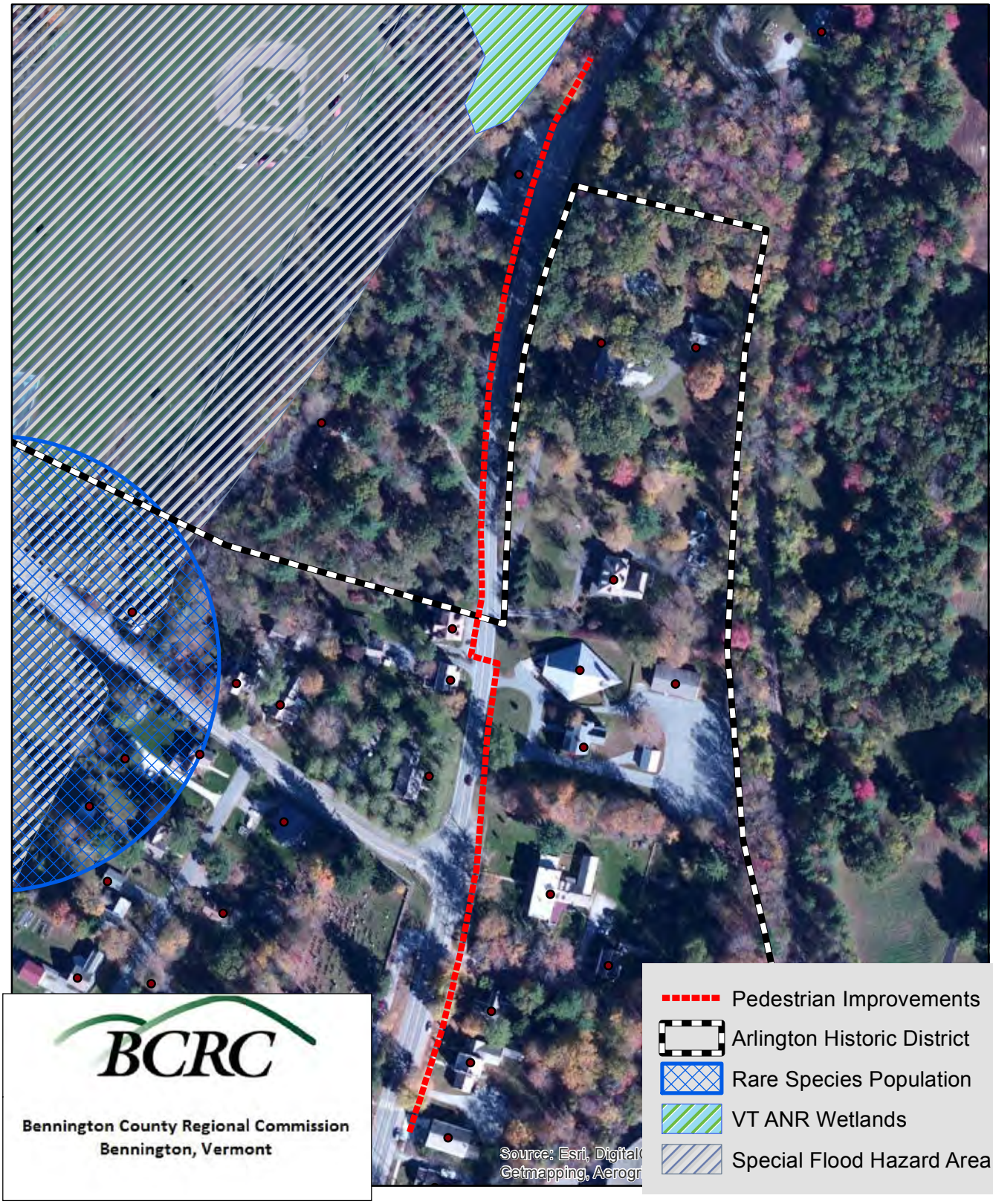
- The project is viable, feasible, and would create significant public value for a relatively modest cost.
- The project creates a safe and inviting pedestrian route connecting important origins and destinations – particularly between the Arlington Recreation Park to Arlington's elementary and high schools.
- The need for the path is identified in Town and Regional Planning Documents.
- The public and abutting property owners support the project. Significant effort was made to solicit input from the public and abutting property owners. Public comments recognized the need for the project and were supportive of the preferred alternative.
- The proposed mid-block crossing meets the *VTrans Guidelines for Pedestrian Crossing Treatments* criteria.
- The preferred alternative would not create any negative impacts to natural or cultural resources. The restored marble sidewalk would enhance the Arlington Village Historic District.

The Arlington Recreation Park

APPENDIX A

NATURAL & CULTURAL RESOURCES MAP

Natural and Cultural Resources Map



BCRC

Bennington County Regional Commission
Bennington, Vermont

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0 250 500 750 1,000 Feet

APPENDIX B

ALTERNATIVES MATRIX

ALTERNATIVES MATRIX								
	ALT #1	**ALT #2**	**ALT #3**	**ALT#4**	**ALT#5**	**ALT #6**	**ALT #7**	**NO BUILD**
Features								
Sidewalk on east side of VT7A to church	Yes	Yes	Yes	Yes	No	No	Yes	No
Curve in sidewalk between inn and church	No	Yes	No	Yes	No	No	Yes	No
Mid-block crosswalk near church	Yes	Yes	Yes	Yes	No	No	Yes	No
Paved path from crosswalk to Rec Park entrance trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Crosswalk across VT7A at VT7A/VT313 intersection	No	No	Yes	Yes	No	Yes	Yes	No
Crosswalk across VT313	No	No	No	No	Yes	Yes	Yes	No
Extend path on west side of VT7A to VT313	No	No	No	No	Yes	Yes	Yes	No
Lower Speed Limit on VT7A	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Relocate driveway at Hurley property	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Satisfies Purpose & Need	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Impacts								
Utilities	No impact	No impact	No impact	No impact	No Impact	No Impact	No Impact	No impact
Natural Resources	No impact	No impact	No impact	No impact	No Impact	No Impact	No impact	No impact
Right of Way	Temporary rights may be needed	Temporary rights may be needed	Temporary rights may be needed	Temporary rights may be needed	Temporary rights may be needed	Temporary rights may be needed	Temporary rights may be needed	No impact
Cultural Resources	No negative impacts. Restores historic marble sidewalk	No negative impacts. Restores historic marble sidewalk	No negative impacts. Restores historic marble sidewalk	No negative impacts. Restores historic marble sidewalk	Possible negative impact	Possible negative impact	Possible negative impact	No
Public Support	Strong	Medium	Medium	Weak	Weak	Weak	Weak	Weak

APPENDIX C

CONSTRUCTION COST ESTIMATE

ARLINGTON COST ESTIMATE FOR PROPOSED SIDEWALK

6/23/15

Option #1 - Painted Sidewalk in front of gas station and crosswalk

ITEM NO.	DESCRIPTION	UNIT	COST	# UNITS	PRICE
201.3	THINNING AND TRIMMING	ACRE	$19,600.00	0.5	$9,800.00
203.15	COMMON EXCAVATION	CY	$10.18	1176	$11,971.68
203.31	SAND BORROW	CY	$11.73	530	$6,216.90
301.15	SUBBASE OF GRAVEL	CY	$19.21	353	$6,781.13
406.25	BITUMINOUS CONCRETE PAVEMENT	TON	$127.19	206	$26,201.14
618.11	PORTLAND CEMENT CONCRETE SIDEWALK - 8 INCH	SY	$76.26	17	$1,296.42
646.31	CROSSWALK MARKING SOLAR SYSTEM	UNIT	$26,000.00	1	$26,000.00
646.311	CROSSWALK MARKING - WATERBORNE PAINT	LF	$2.75	600	$1,650.00
651.15	SEED	LB	$8.23	74	$609.02
651.35	TOPSOIL	CY	$29.26	580	$16,970.80
					$107,497.09

Option #2 - Thermoplasic Sidewalk in front of gas station and crosswalk

ITEM NO.	DESCRIPTION	UNIT	COST	# UNITS	PRICE
201.3	THINNING AND TRIMMING	ACRE	$19,600.00	0.5	$9,800.00
203.15	COMMON EXCAVATION	CY	$10.18	1176	$11,971.68
203.31	SAND BORROW	CY	$11.73	530	$6,216.90
301.15	SUBBASE OF GRAVEL	CY	$19.21	353	$6,781.13
406.25	BITUMINOUS CONCRETE PAVEMENT	TON	$127.19	206	$26,201.14
618.11	PORTLAND CEMENT CONCRETE SIDEWALK - 8 INCH	SY	$76.26	17	$1,296.42
646.31	CROSSWALK MARKING SOLAR SYSTEM	UNIT	$26,000.00	1	$26,000.00
646.422	DURABLE 6 INCH WHITE LINE - THERMOPLASTIC	LF	$18.00	300	$5,400.00
651.15	SEED	LB	$8.23	74	$609.02
651.35	TOPSOIL	CY	$29.26	580	$16,970.80
					$111,247.09

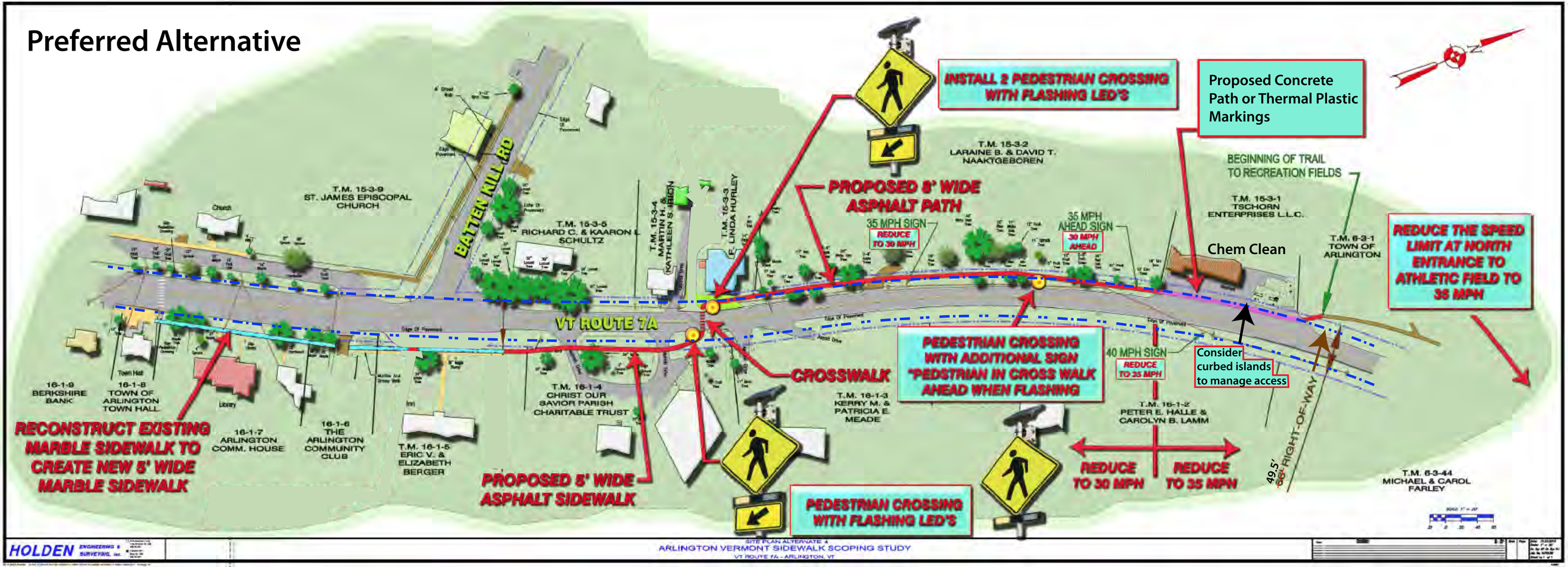
Option #3 - Concrete Sidewalk in front of gas station and crosswalk

ITEM NO.	DESCRIPTION	UNIT	COST	# UNITS	PRICE
201.3	THINNING AND TRIMMING	ACRE	$19,600.00	0.5	$9,800.00
203.15	COMMON EXCAVATION	CY	$10.18	1176	$11,971.68
203.28	EXCAVATION OF SURFACES AND PAVEMENTS	CY	$19.89	60	$1,193.40
203.31	SAND BORROW	CY	$11.73	530	$6,216.90
301.15	SUBBASE OF GRAVEL	CY	$19.21	353	$6,781.13
406.25	BITUMINOUS CONCRETE PAVEMENT	TON	$127.19	206	$26,201.14
618.1	PORTLAND CEMENT CONCRETE SIDEWALK - 5 INCH	SY	$66.53	113	$7,517.89
618.11	PORTLAND CEMENT CONCRETE SIDEWALK - 8 INCH	SY	$76.26	17	$1,296.42
646.31	CROSSWALK MARKING SOLAR SYSTEM	UNIT	$26,000.00	1	$26,000.00
651.15	SEED	LB	$8.23	74	$609.02
651.35	TOPSOIL	CY	$29.26	580	$16,970.80
					$114,558.38

APPENDIX D

PREFERRED CONCEPTUAL ALTERNATIVE

Preferred Alternative



HOLDEN ENGINEERING & SURVEYING, INC.

SITE PLAN ALTERNATE 4
ARLINGTON VERMONT SIDEWALK SCOPING STUDY
VT ROUTE 7A - ARLINGTON, VT

APPENDIX E

TRAFFIC COUNTS (AADTs)

VERMONT AGENCY OF TRANSPORTATION
POLICY, PLANNING AND INTERMODAL DEVELOPMENT DIVISION
Traffic Research Unit

				BEGINNING REFERENCE:			ENDING REFERENCE:					2008	2010	2012
TYPE	NO.	NAME	FC TOWN	MM	NAME	NUMBER	MM	NAME	NUMBER	ATR STA	STATUS	AADT	AADT	AADT
VT	4A		07 CASTLETON	0.493	CREEK RD	TH-2	1.806	VT 30		R147	A	5700 E	5700 A	5800 E
VT	4A		07 CASTLETON	1.806	VT 30		3.251	SOUTH ST/NORTH ST	TH-4/TH-5	R150	A	4200 A	3800 A	3800 E
VT	4A		07 CASTLETON	3.251	SOUTH ST/NORTH ST	TH-4/TH-5	4.008	CASTLETON SH		R109	A	4100 E	4100 E	4400 A
VT	4A		07 CASTLETON	4.008	CASTLETON SH		6.937	IRA TL				2300 E	1900 E	2000 E
VT	4A		07 IRA	0.000	CASTLETON TL		1.301	W RUTLAND TL		R015	A	1800 A	1700 A	1700 E
VT	4A		07 W RUTLAND	0.000	IRA TL		1.223	WHIPPLE HOLLOW RD	TH-6			1800 E	1700 E	1700 E
VT	4A		16 W RUTLAND	1.223	WHIPPLE HOLLOW RD	TH-6	2.329	MARBLE AVE	TH-3	R083/242	H	2600 E	2600 E	2700 E
VT	4A		16 W RUTLAND	2.329	MARBLE AVE	TH-3	2.461	VT 133	TH-2	R244	A	5100 E	5700 E	5600 E
VT	4A		16 W RUTLAND	2.461	VT 133	TH-2	2.683	BR US 4		R246	A	9600 A	10000 A	10000 E
VT ROUTE 5A														
VT	5A		07 BURKE	0.000	US 5		0.052	BURKE HOLLOW RD	TH-2			1900 E	1900 E	1900 E
VT	5A		07 BURKE	0.052	BURKE HOLLOW RD	TH-2	0.657	SUTTON TL				1700 E	1700 E	1700 E
VT	5A		07 SUTTON	0.000	BURKE TL		3.204	NEWARK TL		C129	(96 SUP	730 A	920 A	930 E
VT	5A		07 NEWARK	0.000	SUTTON TL		0.852	WESTMORE TL				1100 E	760 E	930 E
VT	5A		07 WESTMORE	0.000	NEWARK TL		5.628	HINTON RIDGE RD	TH-31	P127	A	1100 A	760 A	930 E
VT	5A		07 WESTMORE	5.628	HINTON RIDGE RD	TH-31	6.659	N BEACH RD	VT 16 (TH-1)			1400 E	1300 E	1300 E
VT	5A		07 WESTMORE	6.659	N BEACH RD	VT 16 (TH-1)	7.222	BROWNINGTON TL		P708		1300 E	1300 E	1300 E
VT	5A		07 BROWNINGTON	0.000	WESTMORE TL		0.690	VT 58		P126	A	1300 A	1200 A	1200 E
VT	5A		07 BROWNINGTON	0.690	VT 58		3.532	PEPIN RD	TH-6	P125/P711	A	1200 E	1100 E	1100 A
VT	5A		07 BROWNINGTON	3.532	PEPIN RD	TH-6	3.712	CHARLESTON TL				970 E	1000 E	1000 E
VT	5A		07 CHARLESTON	0.000	BROWNINGTON TL		0.835	HUDSON RD	TH-1	P712		970 E	1000 E	1000 E
VT	5A		07 CHARLESTON	0.835	HUDSON RD	TH-1	3.850	VT 105		P124/PYAS	A	700 A	740 A	750 E
VT ROUTE 7A														
VT	7A		16 BENNINGTON	0.000	US 7		0.111	VT 7A APP		B225	A	11500 E	11300 E	13200 E
VT	7A		16 BENNINGTON	0.111	VT 7A APP		0.190	NORTHSIDE DR/BENMONT AVE	TH-7			13100 E	12800 E	11200 E
VT	7A		16 BENNINGTON	0.190	NORTHSIDE DR/BENMONT AVE	TH-7	0.768	VT 67A		B038/109	A	16700 E	16200 E	16400 E
VT	7A		16 BENNINGTON	0.768	VT 67A		0.881	BERARD ST	TH-9			4800 E	4700 E	4800 E
VT	7A		16 BENNINGTON	0.881	BERARD ST	TH-9	1.710	HOUGHTON LANE/RICE LANE	TH-14/TH-71	B108	A	5000 E	4500 E	5100 A
VT	7A		07 BENNINGTON	1.710	HOUGHTON LANE/RICE LANE	TH-14/71	2.356	BENNINGTON NORTH SH				5800 E	4800 E	5500 E
VT	7A		07 BENNINGTON	2.356	BENNINGTON NORTH SH		3.021	SHAFTSBURY TL		B283	A	7800 E	7400 E	7600 E
VT	7A		07 SHAFTSBURY	0.000	BENNINGTON TL		0.597	CLEVELAND AVE	TH-4			7800 E	7400 E	7600 E
VT	7A		07 SHAFTSBURY	0.597	CLEVELAND AVE	TH-4	0.954	CHURCH ST/BUCK HILL RD	TH-2/6	B221	A	6500 E	6400 E	7100 E
VT	7A		07 SHAFTSBURY	0.954	CHURCH ST/BUCK HILL RD	TH-2/6	1.198	VT 67				5700 E	5600 E	6200 E
VT	7A		07 SHAFTSBURY	1.198	VT 67		1.474	AIRPORT RD	TH-7			7000 E	6900 E	5700 E
VT	7A		07 SHAFTSBURY	1.474	AIRPORT RD	TH-7	3.534	TUNIC RD	TH-56	B009	A	6000 E	5900 E	4800 E
VT	7A		07 SHAFTSBURY	3.534	TUNIC RD	TH-56	5.340	OLD DEPOT RD	TH-1	B107	A	3800 E	3700 E	3700 A
VT	7A		07 SHAFTSBURY	5.340	OLD DEPOT RD	TH-1	6.895	ARLINGTON TL				3900 E	3800 E	4100 E
VT	7A		07 ARLINGTON	0.000	SHAFTSBURY TL		1.487	OLD DEPOT RD	TH-2	B106	A	3900 E	3800 E	4100 E
VT	7A		07 ARLINGTON	1.487	OLD DEPOT RD	TH-2	1.733	WARM BROOK RD	TH-4			3800 E	3700 E	4000 E
VT	7A		07 ARLINGTON	1.733	WARM BROOK RD	TH-4	2.489	VT 313 E		B105	A	3100 E	2500 E	2900 A
VT	7A		07 ARLINGTON	2.489	VT 313 E		3.738	RUSSELL ST/ E ARLINGTON RD	TH-1/TH-36	B291/082	A	4700 E	4100 E	4400 A
VT	7A		07 ARLINGTON	3.738	RUSSELL ST/E ARLINGTON RD	TH-1/TH-36	3.914	VT 313 W				4600 E	4400 E	4300 E

VERMONT AGENCY OF TRANSPORTATION
POLICY, PLANNING AND INTERMODAL DEVELOPMENT DIVISION
Traffic Research Unit

					BEGINNING REFERENCE:			ENDING REFERENCE:					2008	2010	2012
TYPE	NO.	NAME	FC	TOWN	MM	NAME	NUMBER	MM	NAME	NUMBER	ATR STA	STATUS	AADT	AADT	AADT
VT	7A		07	ARLINGTON	3.914	VT 313 W		6.139	SUNDERLAND TL		B035/136		4200 E	3800 A	3700 E
VT	7A		07	SUNDERLAND	0.000	ARLINGTON TL		1.262	HILL FARM RD/BENTLEY HILL RD	TH-2/TH-5			4200 E	3800 E	3700 E
VT	7A		07	SUNDERLAND	1.262	HILL FARM RD/BENTLEY HILL RD	TH-2/5	2.116	MANCHESTER TL		B104	A	4200 E	4100 E	4100 E
VT	7A		07	MANCHESTER	0.000	SUNDERLAND TL		2.558	PROSPECT ST		B103	A	4200 A	4100 A	4100 E
VT	7A		07	MANCHESTER	2.558	PROSPECT ST		3.232	RIVER RD	TH-3	B181	A	5200 E	6100 E	5900 E
VT	7A		07	MANCHESTER	3.232	RIVER RD	TH-3	3.571	UNION ST	TH-4	B180	A	6200 A	7300 A	7400 E
VT	7A		07	MANCHESTER	3.571	UNION ST	TH-4	3.671	WEST RD	TH-2			8900 E	10500 E	10000 E
VT	7A		07	MANCHESTER	3.671	WEST RD	TH-2	4.405	WAY'S LANE		B371		9400 E	9600 E	9200 E
VT	7A		07	MANCHESTER	4.405	WAY'S LANE		4.653	MTN VIEW RD/HILL VALE RD	TH-46/TH-54	B171	A	11200 A	11000 E	9900 A
VT	7A		07	MANCHESTER	4.653	MTN VIEW RD/HILL VALE RD	TH-46/TH-54	4.828	DEPOT ST	VT 11 (TH-3)	B170	A	10500 E	12100 E	11600 E
VT	7A		07	MANCHESTER	4.828	DEPOT ST	VT 11 (TH-3)	4.866	BONNET ST	VT 30 (TH-2)			12200 E	14000 E	13400 E
VT	7A		07	MANCHESTER	4.866	BONNET ST	VT 30 (TH-2)	5.031	HILL RD/MEMORIAL AVE	TH-5/TH-29	B186		6500 E	6400 E	6600 E
VT	7A		07	MANCHESTER	5.031	HILL RD/MEMORIAL AVE	TH-5/TH-29	5.317	BARNUMVILLE RD	TH-17	B166	A	6800 A	6700 E	6900 E
VT	7A		07	MANCHESTER	5.317	BARNUMVILLE RD	TH-17	6.497	NORTH RD	TH-7	B173		4500 A	4400 E	4600 E
VT	7A		07	MANCHESTER	6.497	NORTH RD	TH-7	6.831	HIGH MEADOW WAY	TH-8			4200 E	4100 E	4300 E
VT	7A		07	MANCHESTER	6.831	HIGH MEADOW WAY	TH-8	8.073	DORSET TL				2900 E	2900 E	3000 E
VT	7A		07	DORSET	0.000	MANCHESTER TL		0.939	BENEDICT RD / TENNIS WAY	TH-4 / LT-8	B102	A	2900 A	2900 E	3000 E
VT	7A		07	DORSET	0.939	BENEDICT RD / TENNIS WAY	TH-4 / LT-8	1.576	US 7		B101	A	3200 A	3100 E	3300 E
VT ROUTE 7B															
VT	7B		07	WALLINGFORD	0.000	US 7		0.774	CLARENDON TL				120 E	90 E	90 E
VT	7B		07	CLARENDON	0.000	WALLINGFORD TL		0.915	US 7 N (JOINS US 7 FOR .7 MI)		R453	A	120 E	90 E	90 E
VT	7B		07	CLARENDON	0.915	US 7 S/MIDDLE RD		2.900	VT 103		R452	A	410 E	1100 E	400 A
VT	7B		07	CLARENDON	2.900	VT 103		4.406	US 7		R451		630 E	560 E	570 E
VT	7B		07	CLARENDON	4.406	US 7		4.886	N SHREWSBURY RD	TH-4	R450	A	810 E	660 E	650 A
VT	7B		07	CLARENDON	4.886	N SHREWSBURY RD	TH-4	5.296	US 7		R449	A	350 E	290 E	280 E
VT ROUTE 8															
VT	8		07	READSBORO	0.000	VT 100		2.507	SEARSBURG TL		B355	A	700 A	570 A	580 E
VT	8		07	SEARSBURG	0.000	READSBORO TL		0.172	NEW RD	TH-3			700 E	570 E	580 E
VT	8		07	SEARSBURG	0.172	NEW RD	TH-3	2.703	VT 9		B356	A	680 A	570 A	580 E
VT ROUTE 9															
VT	9		02	BENNINGTON	0.000	NEW YORK SL		2.611	GYPSY LA	TH-39	B139/128	H/A	5500 E	4500 E	4500 E
VT	9		14	BENNINGTON	2.611	GYPSY LA	TH-39	3.188	SEMINARY LA	TH-912	B041	H/C	6000 A	5900 A	5400 A
VT	9		14	BENNINGTON	3.188	SEMINARY LA	TH-912	3.360	PARK WAY	TH-914		H	6100 E	7100 E	7000 E
VT	9		14	BENNINGTON	3.360	PARK WAY	TH-914	3.440	MONUMENT AVE	TH-2	B194	H/A	5300 E	6000 E	5900 E
VT	9		14	BENNINGTON	3.440	MONUMENT AVE	TH-2	4.071	BENMONT AVE	TH-7	B157	H	5500 A	6100 A	6000 E
VT	9		14	BENNINGTON	4.071	BENMONT AVE	TH-7	4.397	NORTH ST/SOUTH ST	US 7 (TH-1)	B153	H/A	5800 E	6200 E	6100 E
VT	9		14	BENNINGTON	4.397	NORTH ST/SOUTH ST	US 7 (TH-1)	4.617	VALENTINE ST	TH-442	B152	H/A	8700 E	8400 E	7700 E
VT	9		14	BENNINGTON	4.617	VALENTINE ST	TH-442	4.968	BEECH ST	TH-3		H	10400 E	8800 E	8700 E
VT	9		14	BENNINGTON	4.968	BEECH ST	TH-3	5.219	N BRANCH ST/S BRANCH ST	TH-384/TH-486	B149	H	7800 A	7900 A	7900 E
VT	9		14	BENNINGTON	5.219	N BRANCH ST/S BRANCH ST	TH-384/TH-486	5.542	GAGE ST	TH-6	B039	H	8700 E	7900 E	5800 E

APPENDIX F

CRASH HISTORY

Vermont Agency of Transportation

General Yearly Summaries - Crash Listing: State Highways and All Federal Aid Highway Systems

From 01/01/09 To 12/31/13 General Yearly Summaries Information

No crashes between MM 3.8 – 4.1

*	Reporting Agency/ Number	Town	Mile Marker	Date MM/DD/YY	Time	Weather	Contributing Circumstances	Direction Of Collision	Number Of Injuries	Number Of Fatalities	Number Of Untimely Deaths	Direction	Road Group
Route: VT-7A Continued ...													
	VTVSP0900/13C30 0964	Arlington	1.47	04/12/2013	11:12	Sleet, Hail (Freezing Rain or Drizzle)	Driving too fast for conditions	Same Direction Sideswipe	0	0	0	N	SH
	VTVSP0900/10C30 2719	Arlington	1.48	11/05/2010	18:40	Cloudy	No improper driving	Single Vehicle Crash	0	0	0	S	SH
	VTVSP0900/13C30 1597	Arlington	1.76	06/15/2013	16:36	Clear	Failed to yield right of way, No improper driving	Left Turn and Thru, Angle Broadside -->v--	1	0	0		SH
	VTVSP0900/10C30 0616	Arlington	2.45	03/14/2010	04:15	Rain	Visibility obstructed	Single Vehicle Crash	0	0	0	S	SH
	VTVSP0900/11C30 0803	Arlington	3.05	04/16/2011	17:05	Cloudy	Visibility obstructed, Failed to yield right of way, No improper driving	Other - Explain in Narrative	0	0	0	E	SH
	VTVSP0900/09C30 3091	Arlington	3.4	11/25/2009	16:43	Clear	Inattention	Rear End	0	0	0		SH
	VTVSP0900/09C30 2666	Arlington	3.66	10/09/2009	15:32	Cloudy	Fatigued, asleep, Failure to keep in proper lane	Opp Direction Sideswipe	0	0	0		SH
	VTVSP0900/13C30 3046	Arlington	3.71	10/16/2013	17:15	Clear	Distracted, Visibility obstructed	Same Direction Sideswipe	2	0	0		SH
	VTVSP0900/10C30 0895	Arlington	4.3	04/11/2010	13:20	Cloudy	No improper driving, Failed to yield right of way, Inattention	Left Turn and Thru, Angle Broadside -->v--	0	0	0		SH
	VTVSP0900/09C30 1016	Arlington	4.35	04/28/2009	10:06	Clear	No improper driving	Single Vehicle Crash	1	0	0	W	SH
	VTVSP0900/09C30 1191	Arlington	4.35	05/15/2009	17:39	Clear	Inattention, No improper driving	Rear End	0	0	0		SH
	VTVSP0900/10C30 1585	Arlington	4.48	07/03/2010	11:57	Clear	Followed too closely, Inattention, No improper driving	Rear End	1	0	0		SH
	VTVSP0900/09C30 2544	Arlington	5.19	09/26/2009	16:50	Cloudy	Operating defective equipment, Failure to keep in proper lane	Single Vehicle Crash	0	0	0	N	SH
	VTVSP0900/10C30 0732	Arlington	5.37	03/27/2010	15:56	Clear	Inattention, Failure to keep in proper lane	Single Vehicle Crash	2	0	0	N	SH
	VTVSP0900/09C30 1082	Arlington	5.64	05/05/2009	00:00	Clear	Driving too fast for conditions, Failure to keep in proper lane	Single Vehicle Crash	0	0	0	S	SH
	VTVSP0900/12C30 0229	Arlington	UNK	01/24/2012	06:00	Rain	Failure to keep in proper lane	Single Vehicle Crash	1	0	0	N	SH
	VTVSP0900/13C30 3284-1	Arlington	UNK	11/04/2013	07:30				0	0	0		SH
	VTVSP0900/10C30 0390	Sunderland	0.1	02/16/2010	18:12	Snow	No improper driving, Failure to keep in proper lane	No Turns, Thru moves only, Broadside ^<	1	0	0	N	SH
	VTVSP0900/13C30 0148	Sunderland	0.68	01/16/2013	12:51				0	0	0		SH
	VTVSP0900/11C30 2482	Sunderland	0.73	10/31/2011	11:00	Clear		Single Vehicle Crash	0	0	0		SH
	VTVSP0900/12C30 3014	Sunderland	1.28	09/30/2012	16:21	Cloudy	No improper driving, Inattention	Rear End	1	0	0		SH
	VTVSP0900/11C30 1030	Sunderland	1.68	05/09/2011	18:30	Clear	Inattention, No improper driving	Rear End	0	0	0	S	SH
	VTVSP0900/13C30 3280	Sunderland	1.74	11/03/2013	17:30	Clear	No improper driving	Head On	0	0	0	S	SH
	VTVSP0900/10C30 0001	Sunderland	1.8	01/01/2010	00:38	Snow	Wrong side or wrong way	Single Vehicle Crash	2	0	0		SH
	VTVSP0900/11C30 2292	Sunderland	1.95	10/11/2011	17:56	Clear	Technology Related Distraction, Failure to keep in proper lane	Single Vehicle Crash	0	0	0	S	SH
	VTVSP0900/11C30 1665	Sunderland	2	07/25/2011	18:49	Cloudy	Failure to keep in proper lane	Single Vehicle Crash	1	0	0	S	SH
	VT0020400/10MC0 0269	Manchester	0.08	02/23/2010	16:30	Snow		Opp Direction Sideswipe	0	0	0	N	SH
	VT0020400/10MC0 0270	Manchester	0.08	02/23/2010	16:30	Snow	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway etc	Head On	0	0	0	N	SH

**Crash occurred prior to the last Highway Improvement Project. This data should not be used in a crash analysis. UNK indicates the Mile Marker is Unknown.*

APPENDIX G

CORRESPONDENCE WITH VTRANS ROW SECTION

From: **MacCormack, Lloyd** Lloyd.MacCormack@vermont.gov
Subject: RE: ROW width for VT7A in Arlington
Date: October 29, 2015 at 9:26 AM
To: Mark Anders manders@bcrcvt.org
Cc: Cloutier, Ryan Ryan.Cloutier@vermont.gov

Mark,

I have attached a PDF of four road survey layouts that I found in the Arlington town clerks office. The four layouts are colored yellow, blue, green, and red and they are overlaid on a town parcel map. Please keep in mind that these descriptions are over 200 years old, and the distance and bearing accuracy depends on the surveyor and the methods of how it was surveyed. These layouts will not follow the current roads exactly. The yellow was laid out in 1780 and it is recorded in land record book 5 pages 79-80. No width was listed in that layout. The blue was laid out in 1799 and recorded in land record book 5 page 82 and is a "county road" and is laid out 4 rods wide. The green was laid out in 1811 and recorded in land record book 6 page 154 and follows the northern half of the blue line pretty well until it meets modern day RT 7A. This layout describes this road as being 4 rods wide. The red was laid out in 1811 and is also recorded in land record book 6 page 154 and is an "altering and resurveying of the county road" but no width is listed in this layout. I believe that since the county road got altered in 1811 (red line), and the original county road (blue line) was already an active road, the town of Arlington had to formally lay it out as a town road (because the county road got altered to the red line) which was the reason for the other 1811 layout (green line) and it stayed 4 rods wide.

I believe the deed that Mr. Squires has is a typed version of book 6 page 154. We also have that in our records and it is in our "Booklet" in On-Base which you may have saw. At the top of the typed version someone added "4 rods – see county survey – June 1811". This was not on the original layout in the Arlington land records. However, there is a 4 rod wide county road survey dated 1811 in land record book 6 page 154 (green line) which, as I mentioned above, is not through present day RT 7A. If Mr. Squires is referring to a different layout that references a 4 rod road just pass it along and I will check it out.

Therefore, since the section of this project was altered in 1811 (red line) and no width was given in that layout, we are claiming a statutory 3 rod right of way.

Also, I apologize that we did not determine the right of way width as quickly as you wanted, but it is not an easy and quick process. We have to research a large amount of road surveys in the land records. Sometimes that involves going page by page through a dozen or more land record books with hand written layouts that are not clearly legible. In this case some of those layouts dated back as far as 1780. Once we find a layout that we believe is what we are looking for we need to plot it in CAD to see if/how well it fits to present day roads. In most cases multiple trips are necessary to the town clerks office to accurately find right of way widths on a certain road.

Let me know if you have any other questions or concerns.

Lloyd MacCormack
Vermont Agency of Transportation
Highway Division/Right of Way Section
Right of Way Agent
One National Life Drive

VERMONT ROUTE 7A

BATTENKILL RD

APPENDIX H

PUBLIC COMMENTS

Arlington Schools to Recreation Park Pathway

Local Concerns Meeting February 23, 2015

Arlington Town Hall

6:00 PM to 7:15 PM

Attendees

Mark Anders, BCRC

Keith Squires, Arlington Select Board Chairman

Ron and Anne Weber, local residents, webera@comcast.net

David Naaktgeboren, local resident and property owner along proposed path, david@abtecincvt.com

Marty Irion, local resident and property owner along proposed path, martyirion@comcast.net

Tim Williams, local resident

Steve Kenny, local resident

Peter Domine, BCRC

Katie Emerson, AmeriCorps VISTA/BCRC

Meeting Notes

6:00 PM, begin meeting

Mark Anders gave an overview of the proposed plan, identifying the need and potential solutions.

Local resident and property owner along the proposed pathway, Marty Irion, asked how the problem was identified. Keith Squires addressed this, saying pedestrians along VT-7A have been a problem since the park was built.

A local resident, Anne Weber, observed newer sidewalks on E Arlington Rd have seen a significant increase in use by pedestrians, but people do not walk beyond where the sidewalks end because it is not safe or inviting.

Mark presented the potential crossings and pathways along VT-7A to the existing path at the Chem Clean property at the north end of the Rec Park.

Opening the floor for comments, proposed solutions included: better signage to alert motorists and inform pedestrians of using proper crossings; the possibility of crossing from E Arlington Rd to the east side of VT-7A and then crossing VT-313 and entering the Rec Park from the southern side off VT-313.

It was observed that pedestrians and kids in particular, will take the shortest and most direct route possible, avoided extra crossings. Because of this, one crossing on VT-7A to the east side is desirable.

Property owner Dave Naaktgeboren was concerned with people leaving trash and dog poop, and who will be responsible for maintaining the path (clearing vegetation, snow removal, etc.) as it will mostly affect his property. Keith Squires said the Town of Arlington will be responsible for the path.

It was noted that there was a crosswalk near the proposed path, but VTrans changed its design standards and found it did not conform because of sight distance, and it was removed.

Consensus on objective of path outlined: to reach to the northern end of the Rec Park safely from VT-7A, where the present footpath begins, off the Chem Clean property.

Future improvements and crossings from the southern end at VT-313 would be desirable, someday.

Building the path and materials used was brought up. Property owner Dave Naaktgeboren would not like the path be asphalt, mainly for aesthetic reasons, and that compact gravel or something similar would be desired.

A crossing signal of some kind is needed for crossing VT-7A to alert drivers coming from the north where the sight distance is restricted.

Concerns about a pedestrian crossing on VT-7A near homes also included traffic congestion, particularly the noise from the stop and go of loud trucks.

Reducing the speed limit from 35 to 30 would be desirable, and more advanced warning for drivers coming through town, particularly from the north side where it is 40 mph and drops to 35 mph.

Residents noted that VTrans needs to do better maintenance of vegetation along VT-7A to increase sight distance, particularly on the east side.

Mark advised residents to contact him with any concerns, and that they will be kept informed of project developments. A sign in sheet for names and contact information was passed around.

7:15 PM Adjourn

Arlington Schools to Recreation Park Pathway

Public Alternatives Meeting

April 20, 2015
5:30 to 7:00 pm

Arlington Town Hall

Present

Mark Anders –BCRC
Peter Holden – Holden Engineering
Keith Squires
Dave Naaktgeboren
Elizabeth Berger
Nancy Hadley
Erin Pickering
Stephen Kenny
Marty Irion
Ron Weber
Jean Freeburn

Meeting Notes

Peter Holden went described the seven alternatives. Basically, they are permutations of two concepts – extending the existing sidewalk on the east side of VT7A, a new ped/bike crossing at the church, and continuing the path on the west side of VT7A. The other alternative is to have the entire path on the west side of VT7A.

Peter also discussed ideas for improving safety at the pedestrian crossing: a speed table, and advanced warning signs that flash to alert drivers there are pedestrians in the crosswalk ahead.

Public Comments

- People go faster than 35. We need to reduce the speed limit.
- Concern about putting crosswalks at VT313 because of fast turning vehicles. "People go around that corner on three wheels."

- The existing crosswalk in the center of town is safer because people drive slower there.
- There are rear-end crashes by the park entrance – evidence speeding is a problem.
- Several people did not like the speed table idea: they were concerned about maintenance and public complaints.
- A small bulb-out at the crosswalk is a good idea.
- Some liked the idea of hard-packed gravel path along the Naaktgeboren property.
- There was general consensus that the speed limit should be lower. Move the 40mph zone to north of the park. 40 becomes 35, and 35 becomes 30 near the flashing light.
- The inn owners thought the sidewalk should be straight—not curved. Keith said as far away from as possible makes snow removal easier.
- The majority opinion was that the sidewalk should be marble between the town office and the inn.
- People liked the advanced warning crosswalk signs but not the speed table idea.
- Most thought there should be two advance warning signs for southbound traffic, the first by Chem Clean.
- Several people want us to look at pedestrian lighting —maybe motion sensor LED, solar if possible.
- Most felt the path should be on the east side of VT 7A with the crossing at the church—that is the preferred alternative with no crossings near VT 313.