

Final Report
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Waitsfield Village West Sidewalk Conceptual Alignment Analysis



Prepared For:

Town of Waitsfield &
Central Vermont Regional
Planning Commission

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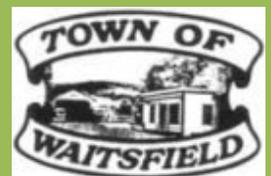
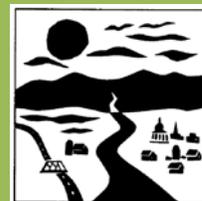


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I. INTRODUCTION

A variety of studies have been conducted in Waitsfield Village that all support and recommend the expansion of the sidewalk system to include a sidewalk along the west side of VT Route 100 from Farr Lane to Old County Road.

In 1993, the Town of Waitsfield began planning with VTrans to upgrade and extend existing sidewalks and to pave bicycle lanes along the east side of Route 100 from Bragg Hill Road to the elementary school. Construction of this sidewalk and paving/stripping of the bike lanes is anticipated to begin in 2012 after completion of the waterline project which is now under construction. Additional enhancements identified for development in conjunction with this project included sidewalk improvements on the west side of Route 100 in Waitsfield Village.

The *Waitsfield Town Plan* states that “Additional extensions to link this (VT Route 100 Transportation Path project) sidewalk with nearby commercial and residential uses should be pursued.” The plan also states that “Sidewalks, crosswalks, curbs, and on-street parking areas need to be more clearly defined in Waitsfield Village” and “it is important that safe pedestrian crosswalks be installed at appropriate locations along Route 100”.

In 1997 the *Waitsfield Circulation and Access Management Plan* was completed by Lamoureux & Dickinson. The plan identified various goals that the Town wanted to achieve such as improving the existing Village Character in Waitsfield, safely accommodating all trip types and travel modes and avoiding the creation of a high speed through route on Route 100 through Waitsfield Village. Recommended actions from the study included expanding the bicycle and pedestrian system in the Village and installing curbing on the west side of Route 100 to formalize the on-street parking and to clearly define driveways.

The *Waitsfield Village Parking and Pedestrian Circulation Study* was completed by Resource Systems Group in 2006. The study was a joint effort of the Town, the Mad River Valley Planning District, the Central Vermont Regional Planning Commission, the Vermont Agency of Transportation, and local residents and business owners. The recommendations from this study included the following:

- A new sidewalk, green strip, and on-street parking on the west side of VT 100 with street lights and street trees;
- Access improvements to provide better defined driveways and side streets;
- Mid-block pedestrian crossings with bulb-outs on VT 100 at the Village Grocery and Valley Players Theatre.
- A new textured pedestrian crossing anchored by bulb-outs across VT 100 at Old County Road. This cross-walk would also serve as gateway to the Village.

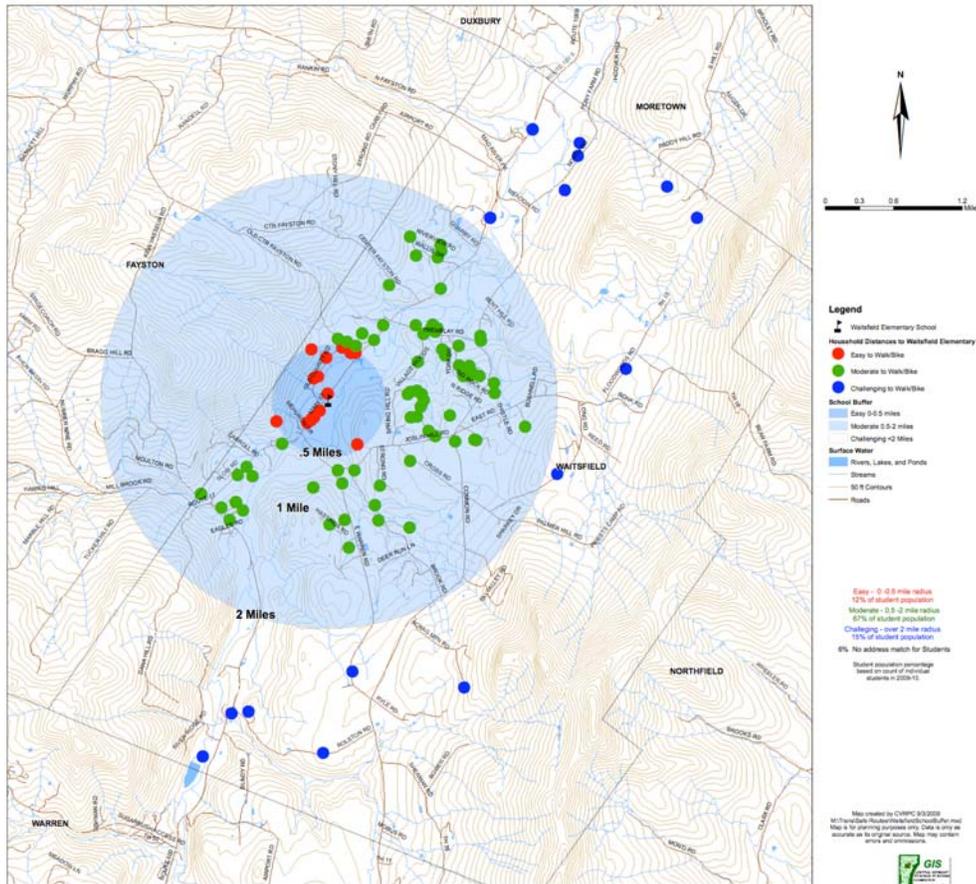
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The Waitsfield Elementary School Safe Routes to School committee has also been encouraging students to walk or ride a bike to school whenever they can. In early 2010, Going Green, a consulting firm specializing in promoting biking and walking, was hired by the Town to help write their School Travel Plan. Figure 1, below, was developed by the Central Vermont Regional Planning Commission and included in this study. The figure shows an estimated 12% of students living within a half-mile of school, and 67% living between a half-mile and two miles of school, considered by that study to be within walking or biking distance. Speed and volume of traffic on Route 100, lack of safety at intersections and the lack of sidewalks and pathways have been identified as the major deterrents for parents allowing their children to walk or bike to school.

In the fall of 2010, the Central Vermont Regional Planning Commission (CVRPC) offered funding to the Town for the completion of a conceptual alignment analysis to study the feasibility of constructing a sidewalk along the west side of VT Route 100 from Farr Lane north to Old County Road. Lamoureux and Dickinson (L&D) was hired to conduct this study and has been working closely with Town and CVRPC staff to produce this report.

FIGURE 1

Waitsfield School Commuting Choices for Students



II. PURPOSE AND NEED

Purpose

The purpose of a sidewalk / crosswalk system on the west side of VT Route 100 from Farr Lane north to Old County Road is to implement the Town's goals of:

- Providing a safe, pedestrian and bicycle friendly streetscape,
- Encouraging children to walk to school to school and people to walk for fitness,
- Reducing the reliance on the automobile;
- Providing a more shopper friendly commercial district; and
- Calming automobile traffic through Waitsfield Village.

Need

The need for a sidewalk / crosswalk system on the west side of VT Route 100 is defined by the following deficiencies that have been noted in the project area from Farr Lane to Old County Road:

- Lack of sidewalks and safe road crossings for children to use to walk and bike to school safely and for people to walk and bike to the businesses on Main Street.
- Lack of a gateway at Old County Road to slow traffic and identify the entrance to the Village.
- Poor delineation of the Farr Lane and Parsonage Lane approaches on the west side of VT Route 100.
- Lack of any defined crossing area in the vicinity of the Village Grocery where there is a school bus stop and a parking area for the church located on the opposite side of VT 100.
- Poor definition of parking and accesses for businesses along the west side of VT 100.
- Poor condition of the existing sidewalk / path which is not maintained, does not meet ADA requirements, and does not have a proper terminus.
- Lack of room for special event parking which overflows onto the road shoulder where people are walking / biking in the vicinity of the playhouse.

III. PROJECT AREA AND EXISTING CONDITIONS

STUDY AREA

This study focuses on the west side of VT Route 100 from the Farr Lane / Bridge Street intersection north to the Old County Road intersection. During the first public input meeting, there was interest expressed in continuing the sidewalk up the south side of Old County Road approximately 140 feet to the future playing fields. The other pedestrian destinations within the project area include the Village Grocery & Deli (the VG), the Mad River Valley Health Center, the Town Office / Library and the Waitsfield Town Elementary School. Pedestrian generators in the project area include residences on Partridge Lane and Old County Road, the municipal parking lot at Farr Lane, the school bus stop in front of and the parking area behind the Village Grocery & Deli. Figure 2, on the following page, shows the study area and the foregoing pedestrian generators and destinations.

ROADWAY FUNCTIONAL CLASSIFICATIONS

Primary access to the Waitsfield Village is provided by VT Route 100, which runs the length of the state and serves most tourist destinations including Sugarbush (Lincoln Peak) in Warren as well as the White River Valley further to the south. VT Route 100 is classified as a rural minor arterial through Waitsfield Village.

ROADWAY JURISDICTION

VT Route 100 through the project area is owned and maintained by the Vermont Agency of Transportation (VTrans). VTrans will therefore play a significant role in any decisions regarding the design of new pedestrian facilities located in its right-of-way.

TRAFFIC VOLUMES

Automatic traffic recorder (ATR) counts maintained by VTrans indicate that the average annual daily traffic through Waitsfield Village in 2010 was approximately 6,200 vehicles per day. Almost 9% of the daily traffic was truck traffic.

ROADWAY WIDTHS

VT Route 100 through the project area has 11' wide paved travel lanes, a 9.5' wide paved parking / shared use lane on the east side and a paved shoulder on the west that varies in width.



POSTED SPEED LIMIT

Traveling south on VT 100, the speed limit drops from 40 to 30 miles per hour north of the Waitsfield Elementary School. The speed limit remains 30 miles per hour through the village.

GRADES

VT Route 100 is relatively flat as it travels through Waitsfield Village. There is very little grade difference from one end of the project area to the other.

RIGHT-OF-WAY WIDTHS

The existing right-of-way width along VT Route 100 in the project area is 66 ft wide (4 rods).

EXISTING UTILITIES

Municipal water facilities are currently being installed along the west side of VT Route 100 within the project area. Overhead electric and telephone lines are also located along the west side of the road. Waitsfield is not currently served by a municipal sewer system. A study was conducted by Phelps Engineering in 2004 that recommended a wastewater collection system that would run along the east side of VT Route 100 from the Elementary School south to Bridge Street, terminating at a pump station on the south side of Bridge Street. The proposed system was rejected by voters in 2008. A task force is now researching future wastewater options.



IV. DESCRIPTION OF PROPOSED ALTERNATIVES

DO NOTHING

One alternative that must be included in a feasibility study is the 'do nothing' alternative. This would result in the existing conditions being maintained on the west side of VT Route 100 in the project area. The cross-section shown below in Figure 3 represents existing conditions on VT Route 100 in 2010-2011 when this study was conducted. The overall pavement width is approximately 36 feet wide.



At the completion of the east side sidewalk construction and VT Route 100 paving projects (scheduled for construction in 2012), the existing conditions will consist of a five ft wide concrete sidewalk separated from the granite curb by a grass strip and a 9-10 ft wide paved shoulder on the east side shared by bikes and parking, two 11 ft wide travel lanes, and a 4 ft wide shared use shoulder on the west side. The overall paved width of approximately 36 ft will remain the same as shown in Figure 4 on the following page.

An existing paved walk from Farr Lane to Parsonage Lane will remain on the west side of VT Route 100 as well as a gravel / paved path from the driveway of #4318 (currently Brigid Bridal) to the driveway of #4242 (just north of Valley Players Theater) on the west side.

FIGURE 3

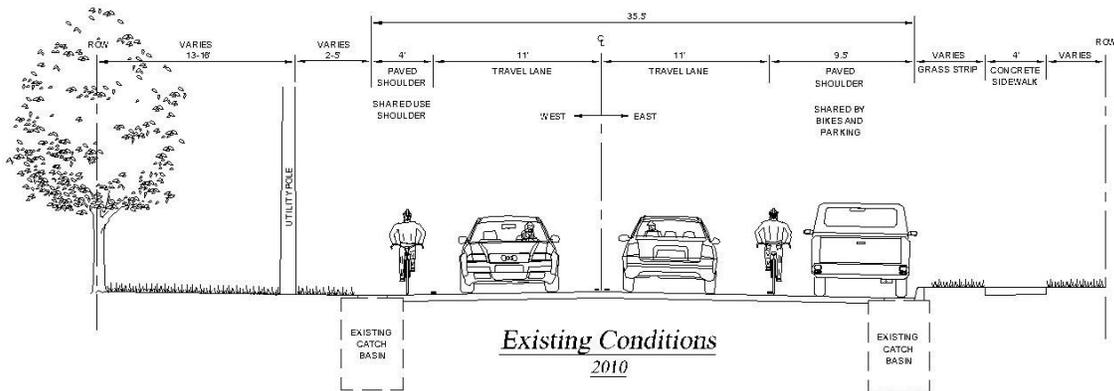
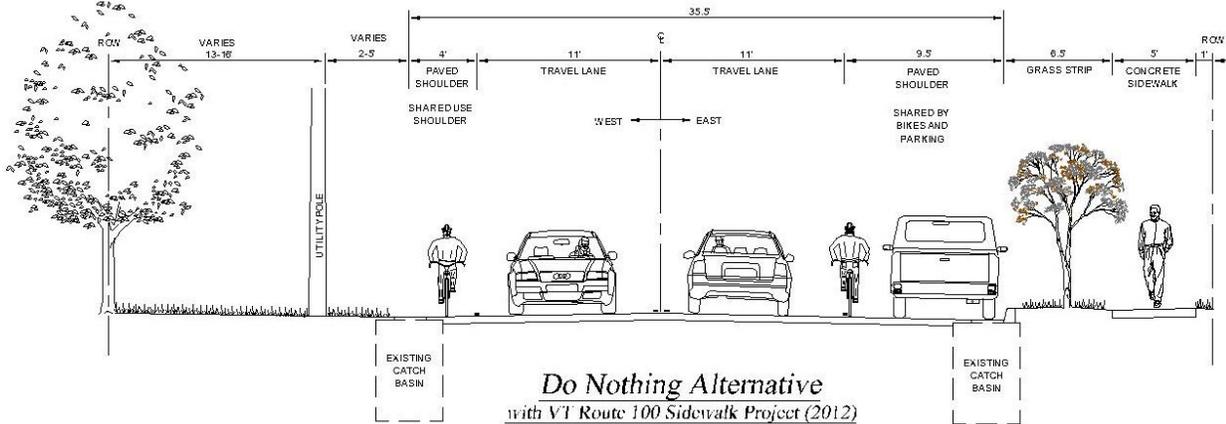


FIGURE 4



Advantages: The Do Nothing alternative is a no cost alternative.

Disadvantages: The Do Nothing Alternative does not meet the purpose and need statement for the project.

ALTERNATIVE A

Alternative A would involve construction of a 5 ft wide sidewalk with a minimum 5 ft wide grass strip with no curb from Farr Lane to Old County Road. This alternative would require the least amount of work to construct a safe route for pedestrians while creating the least impact on adjacent properties along the sidewalk. The overall pavement width of VT Route 100 would remain at approximately 36 ft. Figures 5-7, showing the layout plans for this alternative, and Figure 8 showing the proposed cross-sections, are included in Appendix C.

Advantages: Alternative A would be a moderate cost alternative and would meet the purpose and most of the need identified for this project. With this alternative, minimal improvements would be needed to the existing stormwater collection system.

Disadvantages: With Alternative A, there will be no designated area for drivers to park on the west side of VT Route 100. Drivers will likely continue to park along the street and will therefore be parking on the grassed area between the bike lane and the sidewalk on the west side which will eventually cause this area to be more of a gravel area than a grassed area. This alternative does not meet the request of the Valley Players for on-street parking for their events. It also does not address the recommendation from the VT Route 100 transportation path project that indicated that on-street parking should be created on the west side of VT Route 100. No changes are proposed on VT Route 100 to improve the conditions for

bicyclists on the roadway. This would likely require documentation for a waiver on the complete streets legislation as described in Section V of this study.

ALTERNATIVE B

Alternative B would involve construction of a 5 ft wide sidewalk from Farr Lane to Old County Road with a combination of areas with on-street parking and other areas with a minimum 5 ft wide grass strip between the road and the sidewalk. The areas with on-street parking would be separated from the sidewalk with curb and a minimum 3 ft wide grass strip. With this alternative, the overall pavement width of VT Route 100 in the areas with on-street parking would be 46 ft (10 ft of widening over existing conditions). Figures 9-11, showing the layout plans for this alternative, and Figure 12 showing the proposed cross-sections, are included in Appendix C.

Advantages: Alternative B meets the entire purpose and need statement for this project including the request of the Valley Players for on-street parking for their events.

Disadvantages: Alternative B is a more costly alternative and requires the temporary construction and slope easements. This alternative also requires the installation of new catch basins and storm pipes to collect water at the new curb line and direct it into the existing stormwater collection system. Due to the age of the existing system, this could become a costly task as it may be discovered that structures and pipes on the existing system may need to be replaced as well.

ALTERNATIVE C

Alternative C is a combination of Alternatives A and B. This alternative would involve construction of a 5 ft wide sidewalk from Farr Lane to Old County Road with a combination of areas with curbing, areas with on-street parking and other areas with a minimum 5 ft wide grass strip between the road and the sidewalk. The areas with on-street parking would require approximately 7 ft of roadway widening. The parking area would be separated from the sidewalk with curb and a minimum 3 ft wide grass strip. With this alternative, the overall pavement width of VT Route 100 would be approximately 43 ft. It is recommended in this alternative that a 15 ft wide lane with sharrow markings be provided to accommodate vehicles and bicyclists to meet the requirements of the Complete Streets legislation. Figures 13-15 showing the layout plans for this alternative and Figure 16, showing the various cross-sections for this alternative, are included in Appendix C.

Advantages: Alternative C meets the entire purpose and need statement for this project including the request of the Valley Players for on-street parking for their events, the request from the Village Grocery to keep their sign and the request from the Masons to have curbing and sidewalk in front of their building.

Disadvantages: Alternative C is the most costly alternative requiring the installation of new catch basins and storm pipes to collect water at the new curb line and direct it into the existing stormwater collection system. Due to the age of the existing system, this could become a costly task as it may be discovered that structures and pipes on the existing system may need to be replaced as well.

VT ROUTE 100 CROSSWALK LOCATIONS

Currently the only crosswalk across VT Route 100 in the project area is located on the north side of the Bridge Street intersection. Concern has been expressed regarding the need for an additional crosswalk near the Village Grocery (VG) due to the school bus drop-off located there and the parking area behind the VG on the west side of the street used by the Church located on the east side of the street.



Since VT Route 100 is a state highway, VTrans would make the decision on whether a new mid-block crosswalk could be painted across the roadway. An official request will have to be submitted by the Town of Waitsfield documenting that the crosswalk meets the VTrans “Guidelines for the Installation of Crosswalk Markings and Pedestrian Signing at Marked and Unmarked Crossings”. The criteria includes:

1. The speed limit is 40 mph or less; (As mentioned previously, the posted speed is 30 mph so this criteria is satisfied.)
2. There are 20 or more pedestrians using the crosswalk per hour during the vehicular a.m. and p.m. peak periods. (There is no minimum pedestrian volume for a school crossing which this crossing could be considered if it is on an established route to school designated in a school route plan.)
3. A sidewalk exists on both sides of the roadway approach; (This would be the case if the sidewalk in this study is constructed.)
4. There is not another crosswalk across the same roadway within 200 ft. (see below)
5. Adequate sight distance is available in both directions. (VT Route 100 is flat and straight through the project area and sight distance should be more than adequate for a crosswalk.)

As shown on the Alternative B plan, if a crosswalk was installed directly in front of the VG it would be located only 165 feet north of the existing crosswalk at Bridge Street. This is less than the minimum 200 feet of separation between crosswalks described in the above criteria. A possible solution to this separation distance would be to relocate the Bridge Street crosswalk to the south side of the intersection which would create 225 feet of separation between crosswalks. A second option would be

to place a new crosswalk between the VG and the Waitsfield Wine Shoppe. This proposed crosswalk location is shown on the Alternative C plan (Figure 13). In this location, the crosswalk would be more than the minimum 200 feet from the existing crosswalk at Bridge Street.

Concern has also been expressed regarding the need for a crosswalk across VT Route 100 at the Old County Road intersection. A temporary crosswalk is currently planned for construction on the north side of this intersection as part of a Safe Routes to School project. Temporary sidewalk connections to the school and to the Mad River Valley Health Center sidewalk are planned for construction as part of this project. Once the east side sidewalk is constructed and with a proposed sidewalk along the south side of Old County Road and the west side of VT Route 100, the appropriate location for a permanent crosswalk across VT Route 100 would be at the south side of the intersection. At this location, pedestrians would only have to use one crosswalk to get from Old County Road to the east side of VT Route 100 instead of having to cross Old County Road as well. This would also be a more direct route for pedestrians from Old County Road who want to continue south to destinations on the east side of VT Route 100. This permanent crosswalk is being designed as part of the Old-County Road re-alignment project being managed through the VTrans Safe Routes to School program described in the next section.

VT ROUTE 100 / OLD COUNTY ROAD REALIGNMENT

Old County Road currently intersects VT Route 100 at approximately a 65 degree angle. This angle creates a wide expanse of pavement at the intersection and allows vehicles making a left-turn onto Old County Road from VT Route 100 to do so at a higher rate of speed. This geometry is substandard according to AASHTO recommendations which suggest that crossing roads intersect at 90 degrees, if possible, and at no less than 75 degrees.



A re-alignment option for this intersection was initially shown on the Alternative B plan. As this conceptual alignment analysis was underway, a Safe Routes to School design project was initiated by the Town for this intersection. Design plans are now being prepared by the consultant for that project and include adding pavement to the northwest corner and removing pavement from the southwest corner to create more of a 90 degree intersection. The conceptual design for this realignment is shown on the Alternative C plans for this project. Construction for the re-alignment project is anticipated in the summer of 2012.

V. ISSUES AND CONSIDERATIONS

DESIGN STANDARDS

When local funding alone is being used to design and construct the sidewalks in the project area, the design will typically be reviewed and approved by the Town Engineer. If State and Federal funding is involved in the design and construction of these sidewalks, the design must conform to Vermont Agency of Transportation (VTrans) standards at a minimum and should strive to follow the guidelines in the *“Vermont Pedestrian and Bicycle Facility Planning and Design Manual”*. All proposed signs, pavement markings and traffic control devices must meet *“Manual on Uniform Traffic Control Devices (MUTCD)”* requirements.

The typical cross-sections presented in previous sections of this report were developed for the proposed sidewalks with separation distances and widths shown to meet the VTrans design standards.

COMPLETE STREETS LEGISLATION

Based on the “complete streets” legislation passed this year, planning and design for this project must consider the needs for all users including motorists, bicyclists, public transportation users and pedestrians of all ages and abilities. If the needs of any of these users cannot be provided, the municipality must provide a written determination, supported by documentation and available for public inspection that one or more of the exemptions in the legislation are applicable to the project. The exemptions include

- 1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law;
- 2) The cost of incorporating complete streets principles is disproportionate to the need or probable use;
- 3) Incorporating complete streets principles is outside the scope of the project by its very nature

ADA COMPLIANCE

ADA Accessible Guidelines (ADAAG) must be followed for sidewalks in public rights-of-way. The following ADA design guidelines will apply to the sidewalks being proposed in the study area.

Sidewalk Width

All new sidewalks should be constructed with a minimum width of 5 feet. This allows room for people using wheelchairs to pass in opposite directions. ADAAG currently allows sidewalk widths of 3 feet at point locations for short distances to bypass an obstruction. Proposed ADA guidelines may soon increase this minimum allowed width to 4 feet. Although these minimum width guidelines exist, every attempt should be made to relocate the obstruction outside the sidewalk and provide the 5-foot width in all areas. It appears that the recommended sidewalk width of 5 feet can be provided for all proposed sidewalks within the project area.

Sidewalk Grades

The grade of a sidewalk generally matches the grade of the street it parallels. In the case of roadways that exceed 5%, ADAAG allows sidewalks to be constructed at the same grade as the roadway and requires that all other elements of accessibility be provided.

Sidewalk Cross Slope

To meet ADAAG requirements, the cross slope of all new sidewalks shall not exceed 2 percent including across driveways.

RIGHT-OF-WAY NEEDS

The proposed sidewalks in all three alternatives can be constructed such that the physical sidewalk will be within the existing road right-of-way, however, there are several areas where it is anticipated that temporary slope and construction easements will be required. This will be the case more so with Alternatives B and C since the curb along the on-street parking will raise the grade of the sidewalk and require sloping back to original grade behind the sidewalk thereby requiring temporary slope easements from several properties.

UTILITY IMPACTS

As shown on the proposed alignment layout plans, all three Alternatives can be constructed without the need for any major utility pole relocations. In Alternative A the proposed sidewalk is shown on the west side of the existing utility poles, with the poles remaining in the grass strip between the roadway and the sidewalk. In Alternatives B & C several existing utility poles would fall within the new on-street parking areas, therefore, no-parking areas have been cross-hatched around these utility poles. Plowing will be complicated by these poles however; a costly utility line relocation would be necessary to move all utility poles to the back of the proposed curb line.

NATURAL RESOURCE ISSUES

Flood Plains

There are no designated flood zones within the project area.

Wetlands

There are no NWI mapped Class II wetlands in the project area.

Lakes/Ponds/Streams/Rivers

The Mad River flows somewhat parallel to VT Route 100 and is located approximately 350 ft east of the roadway near Bridge Street and approximately 750 feet east of the roadway at Old County Road. The river swings further away from the road in the center of the project area (see photo). There are no impacts to the river anticipated by any of the alternatives.



Critical Wildlife Habitat

A review of the Vermont Agency of Natural Resource Environmental Interest Locator map indicates that there are no known critical wildlife habitats in the project area.

Rare and Endangered Species

A review of the Vermont Agency of Natural Resource Environmental Interest Locator map indicates that there are no known occurrences of rare, threatened or endangered species in the project area.

Stormwater

Both Alternatives A and B will have impervious areas under an acre, therefore, a stormwater permit from the Vermont Agency of Natural Resources should not be required.

Hazardous Waste Liabilities

A review of the Vermont Agency of Natural Resource Environmental Interest Locator map indicates that there is a hazardous waste site located at the Village Grocery. There are currently three active underground storage tanks. There have been multiple underground storage tanks removed starting in 1998 and up to as recent as 2009. There was gasoline contamination from one of the underground storage tanks removed in 1991. Remediation on that leak is complete and monitoring wells were installed. Samples from these wells indicated that there were impacts to the drinking water supply and water treatment was installed. A more detailed review of this location should be conducted during the design phase of this project to determine where the storage tank and contamination was located and to review the monitoring well logs to see if contamination is still present and whether it is likely to be encountered during sidewalk construction.

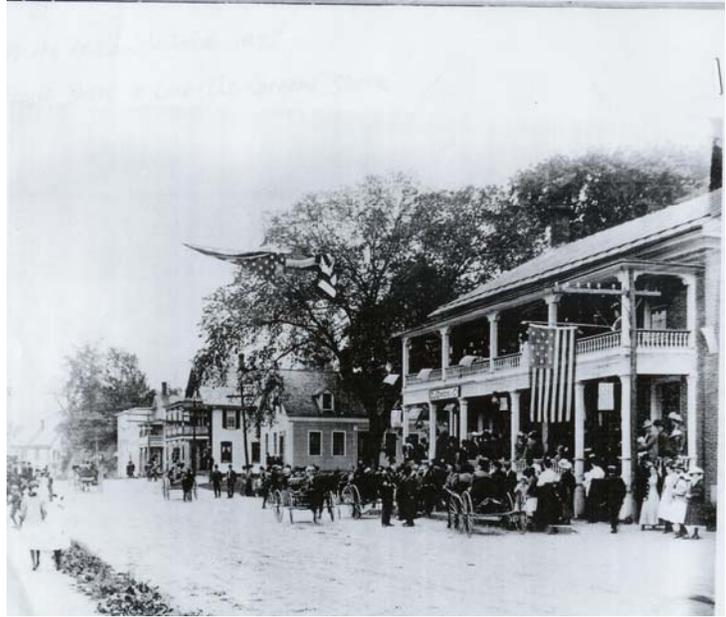
CULTURAL RESOURCE ISSUES

Archaeological

An archaeological resource assessment (ARA) was performed in the study area by the University of Vermont Consulting Archaeology Program for the Waitsfield Vermont Route 100 Transportation Path Project in April of 2003. The study concluded that the project area was not archaeologically sensitive due to the disturbance by previous construction activities related to the construction of VT Route 100 and the associated, driveways, sidewalks and buildings. The project area therefore did not meet the Vermont Department of Historic Preservation's minimum requirements for archaeological sensitivity and therefore the project would have no impact on significant cultural resources.

Historic Preservation

An Historic Structures Assessment was prepared by Suzanne Jamele for the Waitsfield Sidewalk feasibility study in November of 2010. This study concluded that the proposed west side sidewalk alternatives will have No Adverse Effect on historic above ground resources on or eligible for listing on the State or National Register of Historic Places. The historic photo to the right was provided by the Masons' and shows their building circa 1899 with a sidewalk in front of it. The full historic assessment report is included as Appendix D.



Public Lands

There are two parcels of public land owned by the Town within the project area including the municipal parking lot on Farr Lane and the open field at the corner of Old County Road. These lands are not designated as LCWF sites and are therefore not subject to Section 4f review.

Agricultural Lands

There are no designated agricultural lands in the project area.

LANDOWNER / PUBLIC CONCERNS

Contact with the adjacent landowners in the project area has been ongoing throughout the study. Table 1 includes the contact summary and the landowner concerns / comments. Most landowners are in support of the sidewalk with the major concerns being appropriate drainage design and providing adequate parking for businesses. The two landowners at the north end of the project would prefer not to have a sidewalk and to keep the “country feel” and privacy in front of their residences.

MAINTENANCE

Maintenance of the sidewalk would be the responsibility of the Town. There would be annual costs associated with snow removal and spring cleanup. Depending on the surface type selected for the sidewalk there could be additional maintenance costs associated with sealing the sidewalk if it is concrete or repaving/crack sealing if bituminous is used. Sealing concrete at regular intervals will improve longevity. Bituminous sidewalks can be more susceptible to damage due to snow removal than concrete pavement and may require more frequent maintenance. The life expectancy of both concrete

and bituminous pavements is highly variable and difficult to predict due to the number of factors that contribute to their life span, however, with proper construction and maintenance, concrete sidewalks can be expected to have a service life of 20 to 40 years and bituminous sidewalks can have a service life of 10 to 20 years.

Alternatives B and C would have the additional maintenance cost of the clearing snow from the on-street parking spaces as VTrans will only plow up to 15 ft wide (the width of the plow with its wing down).

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TABLE 1 – Property Owner Contact Summary

Property Owner (Business)	Street Address	Phone Contact	Public Input Meeting	Meeting On Site	Alternative Presentation Meeting	Input Comments
Masonic Hall (c/o Charlie Kettles)	4376 Main		X		X	In favor of the sidewalk. There was a sidewalk and curb in front of the Mason’s building back in the late 1800’s.
Jim & Robin Donkersloot (Waitsfield Pottery)	4366 Main	X				In favor of a sidewalk, please try not to disturb the sidewalk he paid his own money to build in front of his building. The drainage needs work in front of his building. He does not encourage parking in front.
Troy & Cheryl Kingsbury (Village Grocery/Deli)	4348 Main	X	X	X	X	Is concerned that a sidewalk would interfere with the gas pumps. Is there any other type of treatment that could be considered across his parcel? Keep the drainage in mind during design. Need to be able to keep their business sign.
Ian Buchanon & Sarah Shorett (Fit Werx)	4312 Main	X				In favor of upgrading the sidewalk. Would like to see drainage improvements at their drive as well. Existing sidewalk “path” is unsafe and needs to be upgraded.
Aldo & Mary Speroni (Mad River Quilting & Luminosity Studios)	4276 Main					

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Property Owner (Business)	Street Address	Phone Contact	Public Input Meeting	Meeting On Site	Alternative Presentation Meeting	Input Comments
Valley Players (c/o Henry Erickson)	4254 Main	X	X			In favor of the sidewalk. Would like on-street parking all along the front of the Theater parcel.
Wrenn Compere (residence)	4242 Main					
Pete Reynolds (residence)	4200 Main					
Nancy Hornbeck (residence & Beauty Shop)	4124 Main		X	X		Not in favor of a sidewalk here, the focus should be on sidewalks in Irasville. Has many questions/concerns about the sidewalk.
Sonya Phillips (Nancy Phillips Residence)	4102 Main		X	X		Not in favor of a sidewalk taking away from the country look of her yard. Does not see a need for the sidewalk.

VI. ENGINEER’S ESTIMATE OF PROBABLE CONSTRUCTION COST

The following tables present the engineer’s estimate of probable construction cost for the three sidewalk alternatives included in this study. For estimating purposes, it has been assumed that the sidewalk and curbing would be concrete. The use of bituminous pavement could reduce the construction cost for the sidewalk by 30-40%. These costs also assume that all right-of-way easements will be donated to the Town. If some of the property owners are not willing to donate, there would be additional costs associated with right-of-way compensation.

TABLE 2 – Engineer’s Opinion of Probable Costs – Alternative A

Item Description	Unit Cost	West Side Sidewalk with grass strip and no parking	
		Quantity	Cost
5' Concrete Sidewalk with Grass Strip	\$130/LF	1,500 LF	\$195,000
5' Concrete Sidewalk with Concrete Curb	\$180/LF	35 LF	\$6,300
Durable Crosswalks	\$500/EA	2 EA	\$1,000
Stormwater Drainage Improvements	\$25,000	1 LS	\$25,000
Subtotal			\$227,300
Contingency	20%		\$40,460
Engineering Design	15%		\$30,345
Project Management	10%		\$20,230
Construction Inspection	15%		\$30,345
Right-of-Way Acquisition			
Total			\$348,680

TABLE 3 – Engineer’s Opinion of Probable Costs – Alternative B

Item Description	Unit Cost	West Side Sidewalk with on-street parking and curb	
		Quantity	Cost
5' Concrete Sidewalk with Concrete Curb	\$180/LF	965 LF	\$173,700
5' Concrete Sidewalk with Grass Strip	\$130/LF	570 LF	\$74,100
10' Roadway Widening	\$100/LF	1,535 LF	\$153,500
Stormwater Drainage Improvements	\$50,000	1 LS	\$50,000
Durable Crosswalks	\$500/EA	2 EA	\$1,000
Subtotal			\$452,300
Contingency	20%		\$90,460
Engineering Design	15%		\$67,845
Project Management	10%		\$45,230
Construction Inspection	15%		\$67,845
Right-of-Way Acquisition			
Total			\$723,680

TABLE 4 – Engineer’s Opinion of Probable Costs – Alternative C

Item Description	Unit Cost	West Side Sidewalk with on-street parking and curb	
		Quantity	Cost
5' Concrete Sidewalk with Concrete Curb	\$180/LF	650 LF	\$117,000
5' Concrete Sidewalk with Grass Strip	\$130/LF	940 LF	\$122,200
7' Roadway Widening	\$70/LF	400 LF	\$28,000
Stormwater Drainage Improvements	\$25,000	1 LS	\$25,000
Durable Crosswalks	\$500/EA	2 EA	\$1,000
Subtotal			\$293,200
Contingency	20%		\$58,640
Engineering Design	15%		\$43,980
Project Management	10%		\$29,320
Construction Inspection	15%		\$43,980
Right-of-Way Acquisition			
Total			\$469,120

VII. PUBLIC INVOLVEMENT

PUBLIC CONCERNS MEETING

A public input meeting was held on November 8, 2010 as part of a regularly scheduled Selectboard meeting. Notices were mailed to the landowners within the project area and a notice was posted at the Town office to advertise the meeting. The public notice and a summary of the public comments given at this meeting are included in Appendix A.

ALTERNATIVES PRESENTATION MEETING

An alternatives presentation meeting was held on July 25, 2011. The public notice for this meeting is included in Appendix B. Alternatives A and B were presented for discussion at this meeting. There was consensus at the meeting that a sidewalk was feasible along the west side of VT Route 100 from Farr Lane to Old County Road. A majority of the discussion from the Selectboard and the public centered around design issues for the sidewalk including appropriate lane/shoulder widths, whether there should be on-street parking or not, impacts to the existing drainage system, the need for hydrant relocations, what surface type the sidewalk should be constructed of and how the sign for the Village Grocery could be maintained in its present location within the VTrans right-of-way.

There was concern expressed about widening VT Route 100 to accommodate the on-street parking in Alternative B. Many felt that this would increase speeds through the Village and would detract from the historic nature of the area. The owners of the Village Grocery store reiterated their concern with having to relocate the sign for their store and recommended a design that would not impact the existing sign location. A representative from the Mason's expressed their concern about any alternative that would impact the porch on their building. They are getting ready to refurbish the porch on

At the conclusion of the meeting, L&D was asked to develop a third alternative that would be a combination of Alternatives A & B and would include the following elements:

- on-street parking in a few critical areas,
- curbing to prevent parking in other areas such as near the intersection of Bridge Street,
- a design that allowed the Village Grocery Store sign to remain; and
- grass strips in the remaining areas.

FINAL PRESENTATION MEETING

A final presentation meeting was held with the Waitsfield Selectboard on September 26, 2011 to present and discuss Alternative C, an alternative that combined elements of both Alternatives A and B. At the conclusion of the meeting, the Selectboard voted in favor of selecting Alternative C as the Town's preferred alternative for a sidewalk along the west side of VT Route 100 from Farr Lane north to Old County Road.

VIII. AGENCY REVIEW AND PERMITS

The following evaluation matrix presents a summary of the permits and agency reviews that are anticipated to be necessary for the various alternatives.

Table 5 -Evaluation Matrix

	Do Nothing	Alternative A	Alternative B	Alternative C
Natural & Cultural Resources				
Agricultural Land	N/A	N/A	N/A	N/A
Wetlands	N/A	N/A	N/A	N/A
Water Quality	No Impact	No Impact	No Impact	No Impact
Existing Vegetation	No Impact	No Impact	Clearing of Trees and Brush	Clearing of Trees and Brush
Biological Resources	N/A	N/A	N/A	N/A
Areas of Scenic Beauty	N/A	N/A	N/A	N/A
Archaeological / Historical	No Impact	No Impact	No Impact	No Impact
Hazardous Waste	No Impact	Possible	Possible	Possible
Flood Hazard	N/A	N/A	N/A	N/A
6(f) Property	N/A	N/A	N/A	N/A
4(f) Property	No Impact	No Impact	No Impact	No Impact
Permit Issues				
Act 250	No	No	No	No
Stream Alteration	No	No	No	No
Stormwater	No	No	No	No
Wetlands CUD	No	No	No	No
Endangered/Threatened	No	No	No	No
Army Corps of Engineers	No	No	No	No
401 Water Quality	No	No	No	No
Archaeological/Historical	No	No	No	No
Categorical Exclusion	No	Yes	Yes	Yes
Section 6(f)	No	No	No	No
Section 4(f)	No	No	No	No
Construction General Permit	No	Yes	Yes	Yes
Local Permits	No	No	No	No

IX. COMPATIBILITY WITH PLANNING EFFORTS

All of the proposed alternatives in this study are compatible with the original planning efforts of the Safe Route to School Team as well as with the Waitsfield Town Plan and the Central Vermont Regional Plan.

VTrans Safe Routes to School Program

As mentioned in the introduction, the lack of a complete sidewalk system in the Village was identified as a need by the Waitsfield Town Safe Routes to School team.

Waitsfield Town Plan

Section 8D of the 2010 Draft of the Waitsfield Town Plan states that “Enhancing local pedestrian and bicycle opportunities offers many benefits to the community. These include reducing traffic congestion, air pollution and our collective reliance on non- renewable fossil fuels, fostering healthy living, providing recreational amenities for residents and visitors and reinforcing historic, pedestrian-scale settlement patterns.” Policy 8F-16 of the Plan is to “Provide an interconnected network of sidewalks and other pedestrian and bicycle paths in Irasville and Waitsfield Village...”

Central Vermont Regional Plan

The proposed sidewalks are compatible with several of the transportation related goals in the Central Vermont Regional Plan adopted September 9, 2008. These include:

Goal 1 – To achieve a Regional transportation planning process that is comprehensive, multi-modal, and public, and is integrated with Regional and local land use planning as outlined in the Central Vermont Regional plan. One of the policies of this goal is “to promote open and inclusive public participation in the multi-modal planning and development of transportation projects”.

Goal 4 – To integrate modes of travel in order to allow for their most effective use and ultimately reduce dependence on single occupant vehicles. One of the policies of this goal is to “encourage the availability of multiple options for the movement of people and goods”.

X. PROJECT TIME LINE

Following the VTrans LTF process, the design, permitting and construction of any of the three alternatives would take approximately three years once funding is obtained. The conceptual design and environmental permitting would occur over the first year, right-of-way (easement) acquisition, preliminary and final design would occur in the second year and construction would occur in the third year.

XI. OVERALL ASSESSMENT OF PROJECT VIABILITY

The sidewalk proposed within the project area appears to be viable. There are no major environmental concerns, natural obstacles or design issues. A majority of those who attended the public input meetings are in general support of constructing more sidewalks in Waitsfield Village. The disagreement appears to be on whether on-street parking should be provided or not. Alternative C is a compromise

that the Selectboard voted in favor of that provides critical sections with on-street parking and leaves it out for the remaining sections.

POTENTIAL FUNDING SOURCES

The Local Transportation Facility (LTF) Section of VTrans administers the State and Federal transportation funding programs for pedestrian and bicycle facilities. LTF's funding sources include the following:

Safe Routes to School (SR2S)

This program is for projects to improve walking and biking to school. Funds are awarded annually based on a competitive application process. Current statewide funding levels are \$1 million annually. SR2S policies require that each project have an estimated construction cost of \$250,000 or less.

Enhancement Grants

This program awards funds for projects on an annual basis based on a competitive application process. Fiscal Year 2011 funding equaled \$2.2 million, and is being used for over 50 existing projects, including construction funding for 24 projects. FY 2012 funding has not been announced at this time. Eligible projects for enhancement grant funding include sidewalks and pedestrian improvements, scenic easements, salt sheds, visitor centers and covered bridges. A 20% local match is generally required for this funding. 10% is required to be money and the other 10% can be in-kind work.

Bicycle and Pedestrian Facilities

VTrans' Fiscal Year 2011 funding included \$2.3 million from various other Federal and State bicycle and pedestrian facilities funding sources. FY 2012 bicycle and pedestrian funds should be announced soon. These funds are used for the design and construction of sidewalks, shared use paths and other related improvements. Again, a 20% local match is generally required for this funding.

APPENDIX A

Public Notice and Notes from Public Input Meeting



**Proposed Sidewalk on
the west side of VT 100 from
Farr Lane/Bridge Street to
Old County Road**
Public Input Meeting

**Please come hear about and provide
input on the feasibility of constructing
a sidewalk along the west side of
VT Route 100 from the Farr Lane/
Bridge Street intersection north to
Old County Road.**



WHEN: Monday, November 8, 2010, 7:30 pm

WHERE: Waitsfield Town Municipal Office
9 Bridge Street

WHO: All Waitsfield residents, adjacent land owners and
business owners

For those who cannot attend and would like to provide input, please contact:

Steve Gladczuk of the Central Vermont Regional Planning Commission
(802)229-0389 or e-mail: Gladczuk@cvregion.com, or
Jody Carriere of Lamoureux & Dickinson Consulting Engineers
(802)878-4450 or e-mail: jody@ldengineering.com

WAITSFIELD TOWN SIDEWALK FEASIBILITY STUDY

PUBLIC INPUT MEETING PRESENTATION SUMMARY

November 8, 2010

PROJECT BACKGROUND

Town identified the need for a sidewalk link on the west side of VT 100 from the School to Bridge Street / Farr Lane
CVRPC is providing the feasibility study funding
L&D had been hired to Conduct the Feasibility Study
Kick-off Meeting Held - working with Steve Gladczuk of CVRPC and Valerie Capels of Waitsfield Town to identify the study area

PROJECT GOALS /PURPOSE OF PUBLIC INPUT MEETING

Identify primary user groups anticipated in the project area
- students and possibly parents walking to school
- customers going to the various shops and businesses in the area
Identify areas of concern for pedestrians, landowners and business owners in the project area
Develop and compare design alternatives for the proposed sidewalk

EXISTING CONDITIONS

OPPORTUNITIES

Sidewalk will soon be constructed on the east side of VT Route 100
Waterline will soon be installed on the west side in the project area

AREAS OF CONCERN

Crossing VT Route 100 safely by the school (SRTS project)
Should the crosswalk be near Bridge Street or at the store
Utility Pole Locations conflict with on-street parking
Allowing on-street parking in combination with proposed bike lanes
Drainage design
Screening from residences, loss of trees

PUBLIC INPUT REGARDING:

Purpose and Need of the Project
Other Opportunities or Areas of Concern
Maintenance Issues / Concerns
Preferred Surface Types / Design Treatments

NEXT STEPS IN THE STUDY

- Develop the Purpose and Need Statement
- Identify Conceptual Alternatives (Do Nothing, Full Sidewalk)
- Identify Right-of-way needs & utility conflicts
- Identify Natural and Cultural Resource Constraints and Permitting Requirements
- Alternatives Presentation public meeting
- Prepare Cost Estimates for Feasible Alternatives
- Determine Viability / Possible Funding for Project(s)

Waitsfield Sidewalk Feasibility Study

Public Input Meeting Comments

November 8, 2010

Valerie Capels - This is the next phase for the addition of sidewalks and streetscape improvements in the Village. Voters approved additional funds to be added into the reserve fund for future sidewalks in the Village.

Safe Routes to School Committee identified the lack of sidewalks and curbing as one of the impediments for children being able to walk to school. 50% of families try to have their children walk to school.

The crossing of VT Route 100 at Old County Road would make more sense on the south side in the future. There may be a future sidewalk up the south side of Old County Road.

A crosswalk in front of the Village Grocery/Deli makes sense because people cross there anyway, particularly on Sunday when they use the parking lot behind the store. There is also a lot of foot traffic from the municipal parking lot to the library/town office so keeping the existing crossing at the intersection also makes sense. The school bus stops by the store and students mill around and cross all over. The two crosswalks would be closer than the 200 foot minimum separation required by VTrans.

Some clarity on where Parsonage Lane and Farr Lane are located would be beneficial.

Focus on putting in a crosswalk at the end of Old County Road rather than building new sidewalk.

There is a need for the sidewalk for residents on Parsonage Lane with children trying to get to the school. The library, the church and the Village Grocery are common pedestrian destinations. A sidewalk would also help access and appearance for business owners.

Would prefer to see curbing if it can be incorporated into the project. Might need to add storm drainage at the north end of the project if curbing is incorporated since there are no catch basins in that location. There is a concern that people would park on grassed areas and they would end up being gravel if the areas were not cubed.

We can do a count to see how many people are crossing in front of the Village Grocery. The mornings and Sunday during church are the peak times for pedestrian crossing.

The Valley Players would like parking all along the front of their parcel.

One Selectboard member would like to see the extent of the sidewalk staked out so people could see where the sidewalk would fall in front of their property and what impacts there would be to trees, etc.

Waitsfield Sidewalk Conceptual Alignment Study
Public Input Meeting – November 8, 2010

There is a possibility of adding 25-30 on-street parking spaces.

An option could be to put in a sidewalk without the on-street parking, a minimal design, that could be approved without getting into encroachments on private property.

There is a bus pick-up in front of the Masonic Hall. Would there still be room for this stop with the sidewalk?

Does Waitsfield really need on-street parking on the west side? The Health Center does need additional parking. As the Route 100 sidewalk study was being conducted there was a need for additional parking identified which was felt could be handled with the west side sidewalk project.

There has been no survey conducted to see how many people actually walk in this area to justify the need for the sidewalk.

The Planning Commission completed a Town survey. 58% of the people were in favor of new sidewalks.

Who is liable if someone falls on the sidewalk, who maintains the sidewalk, will it be over the waterlines, who pays to repair private property disturbed during the sidewalk construction?

The sidewalk will take away the country look in front of the residences on the north end of the project. You will impact the businesses on the west side. This would be a sidewalk to nowhere. Would rather see money put into crosswalks and narrowing the road to slow traffic. Money should be put into Irasville where there are no sidewalks.

The sidewalk would go somewhere, the Town has acquired the Flemur field at the north end of the project which will generate even more of a need for the sidewalk.

The sidewalk is laid out in the State right-of-way and not on private property.

A photo from 1870 shows curb and sidewalk on the west side of VT Route 100 in front of the Mason's building.



TOWN OF WAITSFIELD, VERMONT
Selectboard Meeting Minutes of
November 8, 2010

I. **Call to Order.** The meeting was called to order at 7:00 p.m. at the Waitsfield Town Office. Present were Selectboard members Kate Williams (Chair), Charlie Hosford (Vice-Chair), Paul Hartshorn, Bill Parker, Sal Spinosa; Town Administrator Valerie Capels; Jody Carriere, Chris Cook, Carl Cundiff, Jacqueline Cundiff, Kari Dolan, Henry Erickson, Darryl Forrest, Fred Gilbert, Steve Gladczuk, Nancy Hornbeck, Charlie Kettles, Troy Kingsbury; Brent Pearson, Nancy Phillip, Rick Rayfield, Drew Simmons, Joshua Schwartz, Jennifer Stella, and Tony Italiano (MRVTV Channel 44/45).

II. **Scheduled Appearances.**

1. **Waitsfield Village Sidewalk Study: Public Meeting.** Ms. Capels presented an overview of the sidewalk study and projects. Mr. Gladczuk explained the Central Vermont Regional Planning Commission (CVRPC) has money available to do special studies and they, with input from the Safe Routes to School team, hired Lamoureux & Dickenson to develop a conceptual alignment analysis of a sidewalk on the west side of Main Street in the Village.

Ms. Carriere, from Lamoureux & Dickenson, presented potential locations for sidewalks, crosswalks, and on-street parking. She referenced the 2006 Waitsfield Pedestrian and Circulation Study, their own analysis, input from others, and areas of concern.

The suggestion of relocating the Bridge Street crosswalk to between the Village Grocery and Church of Christ was discussed. It was noted there is a lot of foot traffic there and from the municipal parking lot to the church, town offices and library. The school bus stop is also in front of the church. Mr. Kingsbury expressed concern about the impact a five-foot sidewalk and the location of potential crosswalk would have on the gas pumps. There was agreement about the need for clarity on the curb cut on Parsonage Lane as there is so much milling around in this area.

Mr. Gladchuk noted that VTrans requires a sidewalk on both sides of the road in order to install a crosswalk. With the exception of a crosswalk in a school zone, VTrans requires a certain amount of people cross the road during peak hours of traffic to put in a crosswalk. If anyone felt there is a certain area in need of a crosswalk then a study will be made of that area.

It was noted that most of Waitsfield's historic district is in the state's highway right-of-way and that VTrans is requiring objects, such as signs, be removed. Ms. Capels noted that she has begun discussions with State Representative Greshin about amending state statutes to acknowledge that designated downtowns and centers should be exempt from right-of-way restrictions.

The addition of a crosswalk at the end of Old County Road between the Health Center and the Wait House was discussed and whether the north or the south would be the better location. It is currently designed to be connect with the existing Health Center sidewalk on the west side and existing sidewalk on the east side of Route 100.

Concerns were expressed about the widths required for a sidewalk, green strip, bulbouts, on-street parking, and bike lanes. It was suggested that Ms. Carriere stake out the proposed sidewalks to indicate where they may land on people's front lawns. It was also suggested that the west side be treated more minimally. Ms. Carrier noted that she would consider all the alternatives suggested and create a matrix that lists the total cost of each project as well as the pros and cons.

There was discussion about whether a sidewalk is needed on the west side of Route 100. Support was expressed for further developing a sidewalk on the west side. Others questioned the need for one. A resident suggested a survey be done on how many people use the sidewalk. A question of liability and maintenance was raised. In addition, she feels the energy needs to be put into Irasville where there are no sidewalks at all. It was noted that the addition of the Flemer Field as a recreation area will draw more adults and children to the area.

Ms. Carriere noted that further studies including funding, historic, and different options will be worked on in the next couple of months.

III. Regular Business.

1. **Public Forum.** No one was present for public forum.
2. **Water project update: Water Task Force.** Mr. Forrest reported that work was begun on Contract 1 in Irasville on Thursday after all appropriate approvals were secured. There are several trees in the area where the pipes are being laid that will need to be trimmed now and looked at again in the spring for further possible maintenance. The cracks in the road on Tremblay Road will need to be filled in the spring so water does not get between the old pavement and the new four foot wide strip placed over the pipes.

Work on Contract 4 on East Road is moving along well. The request for a change order to cover costs of a damaged culvert instead of having the construction company cover the costs was discussed. Mr. Forrest explained the culvert was not mapped and was actually originally placed in backwards and already failed before being hit by machinery.

Selectman Hartshorn asked why residents of Loop Road will need to pay more to hook up to the water. There was discussion about the decision that was made to apply the water project cost savings to the cost of connecting buildings only in the service area. Selectwoman Williams noted that although it is more affordable for residents in the service area, the cost for Loop Road residents is no higher than originally quoted, and can decrease as the number of ERUs increases because of this incentive.

Selectman Parker asked for a financial update to be sure that the project is on task.

The Water Task Force will be preparing a draft water ordinance during the winter shutdown period.

3. **Consider municipal fuel quotes.** Ms. Capels reported that final quotes were received from all bidders and that the Budget Task Force recommends that Bourne Energy be selected. An updated memo summarizing the quotes was provided.

MOTION: Following discussion, Selectman Hartshorn moved to accept Bourne Energy to provide heating fuel, diesel, and propane to Waitsfield's municipal facilities. Selectman Spinosa seconded the motion. All were in favor.

4. **Extension of Bannon Engineering contract for Transportation Path project.** Ms. Capels explained this item is only to request an extension of Mark Bannon's Engineering contract until the end of the year to allow time to reevaluate the scope of services needed between now and getting the sidewalk under construction. It is only to extend the contract length of time; any other adjustments needed as a result of the review will be brought before the Selectboard in December.

MOTION: Selectman Hosford moved to extend the contract to December 31, 2010. Selectman Spinosa seconded the motion. All were in favor.

5. **Bills payable & Treasurer's warrants** were paid.

6. **Selectboard roundtable. Water Project.** Selectman Spinosa noted that he received a call from Don Spaulding expressing concern about his property being used for a landing. He spoke with Henry and believes that the issue has been resolved. He added that advanced word to affected property owners will be very important.

Letter of Support for Report. Selectman Spinosa suggested that a letter of support be sent to the Harwood Union School Board regarding their new approach to procurement for the wood chip burner. Discussion was had and there was agreement that Selectman Spinosa would draft a letter of support for Ms. Capels to put on Town letterhead.

Town Office Committee. Selectman Spinosa noted that he hopes we do not entangle any project, in particular the construction of a new town hall, with the ongoing projects that we have.

Wait House Barn; Orchard. Selectman Hosford reported that lighting in the Wait House barn will be concluded on Wednesday. He also noted that help with the Flemer Community Orchard project has come from Tom young's second grade class and Harwood Union students.

Fire Station. Selectman Hosford reported that E.F. Wall has started work on the Fire Station and will continue next week.

Street Light Request. Selectman Hartshorn asked if there was any progress in the request for a new street lamp made at the last meeting. Ms. Capels reported that VTrans will need another week or two to reply to the situation. It was suggested that removal of the old Egan's street light be included.

Government Accounting Workshop. Selectman Parker asked if Ms. Peterson would be attending the Vermont League of Cities and Towns basic guide to accounting course. Ms. Capels noted that she discussed it with Ms. Peterson, but noted a decision had not yet been made.

7. **Town Administrator's report.** Ms. Capels did not have anything further to add.
8. **Minutes of October 25, 2010.** MOTION: Selectman Spinosa moved to accept the minutes of October 25, 2010 as presented. Selectman Hartshorn seconded the motion. All were in favor.

IV. Other Business.

1. **Correspondence/reports received.** Following discussion about the correspondence received from the Vermont Dept. of Liquor Control regarding a matter affecting the Big Picture Theater, it was agreed that the Selectboard would not intervene on a business's behalf.
2. Ms. Dolan gave an update on the Historic Village Flood Control project stating that the state has been providing technical and financial assistance to the Town to address some of the chronic problems identified. One of these areas is the eroding bank along the Mad River upstream of the covered bridge. Grants have been requested to cover the costs of correcting and improving this area. The FEMA grant requires a lot of documentation and one of the areas Ms. Dolan is finding difficult are the archeological historic impacts associated with this project. She needs a letter from the state's historical preservation office for a preliminary review and is working on that currently. Should the letter not be procured there may be minimal costs that the Town will need to provide for the project.

MOTION: Selectman Parker moved to pay for the work needed, not to exceed \$1,000, if the necessary documentation cannot be secured. Selectwoman Williams seconded the motion with an addition to find a place in the budget to cover the expense. All were in favor.

- V. **Executive Session regarding pending litigation and personnel matters.** MOTION: A motion was made and seconded to go into executive session to discuss pending litigation and personnel matters. The Selectboard met in executive session from 9:25 to 11:30 p.m. Upon returning to open session, the following action was taken:

MOTION: Selectman Spinosa moved to hire Laura Caffry as Recording Secretary at \$18 per hour. The motion was seconded by Selectman Hosford. All were in favor.

- VI. **Adjourn.** The meeting was adjourned at 11:40 p.m.

Respectfully Submitted,

Nancy Myrto
Minutes Taker

and reviewed by

Valerie Capels
Town Administrator

APPENDIX B

Public Notice for Alternatives Presentation Meeting



Proposed Sidewalk on
the west side of VT 100 from
Farr Lane/Bridge Street to
Old County Road
Alternatives
Presentation Meeting

Please come hear about alternatives for constructing a sidewalk along the west side of VT Route 100 from the Farr Lane/Bridge Street intersection north to Old County Road.



- WHEN:** Monday, January 31, 2011, 7:30 pm
WHERE: Waitsfield Town Municipal Office
9 Bridge Street
WHO: All Waitsfield residents, adjacent land owners and
business owners

For those who cannot attend and would like to provide input, please contact:

Steve Gladczuk of the Central Vermont Regional Planning Commission
(802)229-0389 or e-mail: Gladczuk@cvregion.com, or
Jody Carriere of Lamoureux & Dickinson Consulting Engineers
(802)878-4450 or e-mail: jody@ldengineering.com

Town of Waitsfield, Vermont
SELECTBOARD MEETING MINUTES
Monday, July 25, 2011

I. Call to Order: Meeting was called to order at 5:30 p.m. by Kate Williams.s

Selectboard Members Present: Kate Williams (Chair), Paul Hartshorn, Charlie Hosford (Vice Chair), Bill Parker, and Sal Spinosa.

Selectboard Members Absent: None.

Staff: Town Administrator Valerie Capels and Minutes Taker Laura Caffry

Others: Jody Carriere (Lamoureux & Dickinson), Darryl Forrest, Greg Goyette (Stantec), Steve Gladczuk, Tony Italiano (MRVTV), Beverly Kehoe, John Kiernan, Troy Kingsbury, Joseph McLean, Jerry Miller, Wayne Whitelock, Joshua Schwartz, Jean Sherman, Ellen Strauss, Philip Woodward.

II. Executive Session re. consideration of negotiated property acquisition related to the water project and pending litigation.

MOTION: A motion was made and seconded to go into executive session. Others invited to attend included Joseph McLean, Philip Woodward, Valerie Capels, and John Kiernan. The Selectboard met in executive session from 5:35 p.m. to 7:05 p.m. Upon returning to open session the following action was taken:

MOTION: Mr. Parker made a motion to authorize Select Board Chair Kate Williams to continue to represent the Town in talks with landowner Virginia Houston. Mr. Spinosa seconded . All voted in favor.

III. Regular Business.

1. Public forum.

No one was present for public forum.

2. Consideration of Old County Road intersection realignment with Main Street.

Valerie Capels introduced the topic. The realignment of the Old Country Road intersection is one part of several parts of the Safe Routes to School initiative. VTrans hired Stantec Engineering to do the planning and design. Greg Goyette of Stantec presented the plan. Next steps include the environmental review, site plans to the state, and bidding and project for construction in 2013.

Old County Road meets Route 100 at an odd angle. The idea is to realign Old County Road so there is "T" intersection. This would be safer for both vehicles and pedestrians. Vehicles tend to yield rather than stop when turning right from Old County to Route 100 South. Also, cars going north on Route 100 and then turning left onto Old County Road are going faster than they should. They will need to turn at a slower speed if the intersection is a right angle.

The preferred location for a crosswalk was discussed. Mr. Goyette consulted with many towns people and other engineers and determined the cross walk should be at the south side of the intersection. There would be a 5 foot green space between the sidewalk and the road. It would tie into an existing sidewalk and be ADA compliant. Drainage in the area will be improved. One last element will be to relocate the utility pole according to state standard so that it is outside the state clear zone. A new stub pole with a guy wire for support will be added. GMP was involved in the plan for that.

There was a discussion about the possible effect of the intersection upgrade on the Waitsfield Champlain Valley Telecom. It will be more difficult for their big trucks to make that turn. They would prefer to use their north entrance. There was a concern that at one point the Town had required them to use Old County Road but Ms. Capels has looked into that and found no record of it. There was agreement they should use the north entrance for trucks.

The Mad River Valley Health Center (MRVHC) board is aware of the project is supportive. They have parking issues, this project will not affect those issues. Ms. Capels noted that their site plan approval for the building anticipated the possible intersection realignment and provision for a right-of-way or easement was agreed.

Although lighting was not indicated in the plan, Mr. Goyette agreed a light would be beneficial at the intersection. There was discussion about shrubbery and coordination with the water project in regard to the right-of-ways for the sidewalk and a water project hydrant.

MOTION: Mr. Hosford made a motion to give Stantec the go ahead to pursue the next steps beyond these conceptual drawings. Mr. Parker seconded. All voted in favor.

3. Consideration of the Village west sidewalk alternatives analysis.

Ms. Capels introduced the topic. Copies of the draft report and scenarios A and B were provided. The Central Vermont Regional Planning Commission contracted with Jody Carriere of Lamoureux & Dickinson for alternatives analysis for a sidewalk on the west side of Route 100 from Farr Lane to Old County Road. Ms. Carriere presented the analysis of plans A and B. The Selectboard is tasked with choosing a preferred alternative. Comments were sent in writing by two residents unable to attend.

The project's purpose and need statement calls for a safe pedestrian streetscape, the calming vehicle traffic, and other goals. There are many issues in the area, including poor delineation of Farr Lane and Parsonage Lane, poor definition of parking for businesses, and issues with parking at the Valley Players area.

One alternative is to do nothing. Alternatives A and B were presented for consideration.

Alternative A is the less involved proposal. It creates a sidewalk, a shared use lane and a 5-foot grass strip. A few of the worst drainage issues will be addressed and Parsonage Lane would be more clearly defined. It also includes a proposed crosswalk in the vicinity of the Village Grocery. The actual locations of crosswalks can be worked out during design as long as they are at least 200 feet apart from each other. Troy Kingsbury, owner of the Village Grocery, expressed his confidence that something could be worked out that would work for business owners, residents and the church. All the parties would have to work together.

Wayne Whitelock of the Masonic Lodge expressed concern that the project would require the removal of their porch. Ms. Carriere pointed out the sidewalk would be close to the porch but would not disturb the porch because there will be no parking in that section so there would be room for sidewalk and the porch. Mr. Whitelock noted the Masons need new concrete under their porch. They would like to coordinate with the sidewalk project.

Alternative B is more involved. It is more expensive because it would require drainage work and adds on street parking which does not leave much room for grass strips. This option would allow for parking spaces in front of the Valley Players Theater, with no room for a grass strip in that area. Option A does not use curbing which is less expensive. Option B includes curbing which has benefits but is more expensive especially because it would require more drainage issues to be addressed.

Provision for a bike lane was discussed. A bike lane of the width required by the State does not fit in the Village. There would just be a "shared" lane marked with a bike symbol. There will be bike lanes north of the school and south of the historic village, so there will need to be room for bikes even without an actual bike lane.

Ellen Strauss of the Mad River Valley Rural Resource Commission said she has been working with Joshua Schwartz of the Mad River Valley Planning District. Their goal is to maintain the rural feel. They feel the curb should be used where parking is not wanted, but they want to see as little pavement as possible. She would like to see the road stay as narrow as possible and keep as many trees as possible.

Ms. Williams read the two letters submitted comments submitted to the Selectboard. One was from Jennifer Stella stressing the need for crosswalks and "safe routes to school." The other was from Joan Wilson expressing concern about losing the parking in front of her business.

There was brief discussion of the 2006 study that considered making a roadway behind the VG and neighboring businesses. The goal was to link businesses in the village and provide access and parking without changing the nature of Route 100 in the Village.

Ms. Capels said VTrans is unwilling to maintain the Route 100 drainage system and has no plan for doing so in the near future. We may be able to get grant money to improve the drainage system if it is included with the sidewalk project. Concern was expressed that adding the drainage system would bog the sidewalk project down with delays.

Ms. Capels noted that people thought the design for the east side of Route 100 did not adequately address the need for on-street parking. When that design was chosen it was hoped that on street parking would be addressed in the west side design.

There was consensus of the Selectboard that it is in favor of the project in some form. Ms. Williams stated in summary that on-street parking is desired but it is not the primary purpose of the project. Improvement for pedestrians and retaining the historic look of the village are priorities. Ms. Carriere will take the comments from this discussion and prepare a final report for a September Selectboard meeting.

4. Consideration of Town Office Expansion Feasibility Study bids.

Ms. Capels reported that two bids had been received; one from Maclay Architects of Waitsfield and the other from Black River Design of Montpelier. The Town Office Task Force (TOTF) reviewed the technical proposals and reported that both are on par, though the BRD proposal is higher cost. It is recommended that Maclay Architects be chosen because they submitted the lower bid.

MOTION: Mr. Parker made a motion to accept the proposal from Maclay Architects. Ms. Williams seconded. All voted in favor.

5. Consideration of Town Garage improvement bids.

Ms. Capels provided a memo summarizing the five bids received in response to an invitation to bid for Town Garage improvements. The bidders were Alokada Contracting of Moretown, Bob Ailes Roofing of St. Johnsbury, McKernan Group of Brandon, Iron Horse Roofing of Tunbridge, and Millbrook Building of Essex Junction. Ms. Capels reviewed the bids with Road Foreman Rodney Jones.

The road department recommended Bob Ailes Roofing for the roofing and the ceiling portion of the project. There were questions about the bids, especially in regard to Bob Ailes' price being considerably lower, the proper replacement of insulation as needed, panel roofing vs. standing seam roofing, and a variety in the gauge of roofing materials. References will be needed, especially because there is a large gap in the pricing. There are also differences in the warranties.

The road department recommended Alokada for the window portion of the project. They were the low bidder and the window bids were straight forward and comparable. The Selectboard concurred. The Selectboard preferred Bob Ailes for the ceiling portion of the project and preferred either Bob Ailes or Iron horse for the roofing depending on the outcome of some remaining questions on insulation, warranty and roofing material. Ms. Capels will inquire and report back at the next meeting.

6. Consideration of CVIC payment in lieu of taxes.

Central Vermont Investment Corporation (CVIC) requested and was granted tax relief by the Listers for the 53% portion of the building they own at Mad River Park that continues to be vacant. The Listers approved their grievance and request for exemption. State statute allows the Selectboard to determine a payment in lieu of taxes. There was discussion about the process. Ms. Capels and Mr. Parker, as members of the budget tax force, will work on this request, seeking outside advice if needed to determine what the statute requires.

7. Dog management issues.

A preliminary draft of a revised dog ordinance was circulated. The receipt of two letters about dog complaints were also acknowledged. One is from Zachary Barkan with a complaint about the dog warden; the other is from Dog Warden Marie Leotta regarding enforcement measures for repeated barking and at-large dog complaints. The ordinance calls for a hearing if there are issues in dispute. One of the matters has not reached resolution despite attempts from the neighbors and the dog warden. The Selectboard will start with writing a letter saying that if there is another complaint that the town will call a hearing. It is unclear if wandering dogs are causing the barking dogs to bark or if the barking dogs are the problem. It is clear that the dog warden needs some back up. The Selectboard will call all the various parties to a Selectboard meeting, hoping to avoid a formal hearing. All parties will be notified that this will be an agenda item for the August 8 Selectboard meeting.

8. Bills payable & Treasurer's warrants were paid.

9. Selectboard roundtable.

Trash Receptacles on Public Properties. Mr. Spinosa reported that, although not an early proponent of the program, he believes the new trash and recycling collection efforts at Bridge Street and the Lareau swimming hole are consistent with the Selectboard's environmental ethic. Mr. Hosford has reported that recycling containers are forthcoming thanks to stencils provided by Wood and Wood. They will be in place at the Lareau swimming hole this week.

May Flood Incident Command Structure. Mr. Spinosa raised the question about decommissioning the incident commander structure that was put in place in response to the May flood. A debriefing may be in order, but the end of the formal structure is near.

Budget Status. Mr. Parker inquired about the availability of second quarter and emergency financials. Ms. Capels and Ms. Peterson are working on them and will provide them to the board. Mr. Parker also is looking for an update on the emergency numbers.

FEMA Declaration Update. Ms. Williams reported she has been in contact with Senator Sanders and Leahy's offices and with Congressperson Welsh's office. The Governor has requested that the gap time period be included that affected us and many other times be included. FEMA has not met made a decision.

10. Town Administrator's Report

Ms. Capels had nothing to add to her written report.

IV. Other Business.

Beverly Kehoe presented posters about the Corn Roast hosted by the chamber's business group to be held on Wednesday, August 24. She is soliciting volunteers from the local Selectboards. Ms. Williams, Mr. Spinosa and Mr. Hosford will participate. They may be involved in a dunking booth along with other towns' Selectboards. It is a fundraiser for the Mad River Valley Community Fund.

1. Correspondence/reports received.

Mr. Parker asked about the reapportionment meeting in regard to the possibility of reapportionment of the house district. The meeting is Tuesday, July 26 at noon for all three towns. Mr. Spinosa will attend.

V. Executive Session (tentative) re. continued consideration of negotiated property acquisition related to the water project, pending litigation, and personnel matters.

MOTION: A motion was made and seconded to go into executive session. The Selectboard met in executive session from 9:51 p.m. to 10:10 p.m. Upon returning to open session the following action was taken:

MOTION: Mr. Hosford made a motion to approve the following:

- (1) Retroactively adjust Vicky Trihy's hourly rate to \$25 per hour while serving as Acting Planning & Zoning Administrator;
- (2) Retain Ms. Trihy on a contract basis at \$25 per hour effective August 1 to continue to assist the Planning Commission in the final preparation of the Town Plan; and
- (3) Extend the scope of Ms. Trihy's contract to include occasional consultation with Susan Senning for up to three months to help Ms. Senning with such matters as operation of the zoning permit database which other resources or guidance are not readily available.

Mr. Spinosa seconded. All voted in favor.

VI. Adjourn. The meeting was adjourned at 10:15 p.m.

Respectfully submitted,

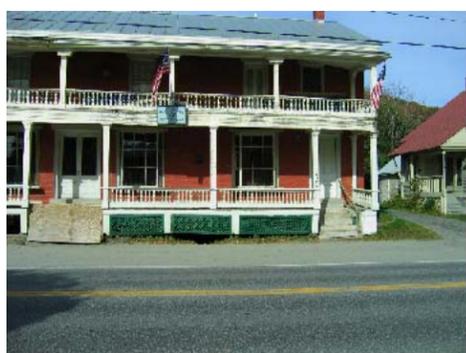
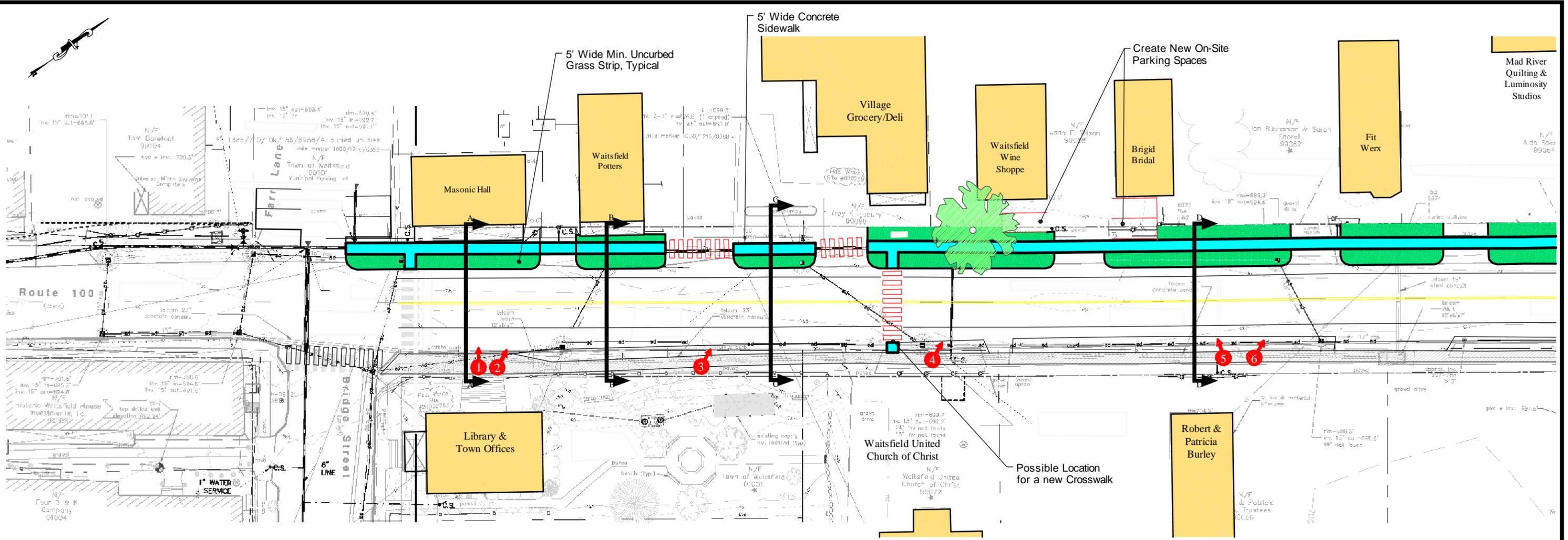
Laura A. Caffry
Minutes Taker

and reviewed by

Valerie Capels
Town Administrator

APPENDIX C

Alternative Plans



Masonic Hall
4376 Main Street



Waitsfield Potters
4366 Main Street



Village Grocery/Deli
4348 Main Street



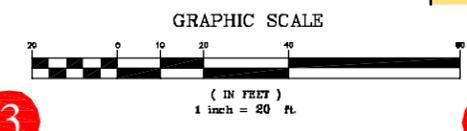
Waitsfield Wine Shoppe
4330 Main Street



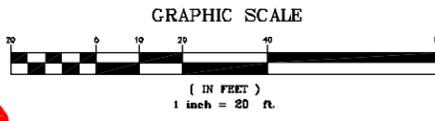
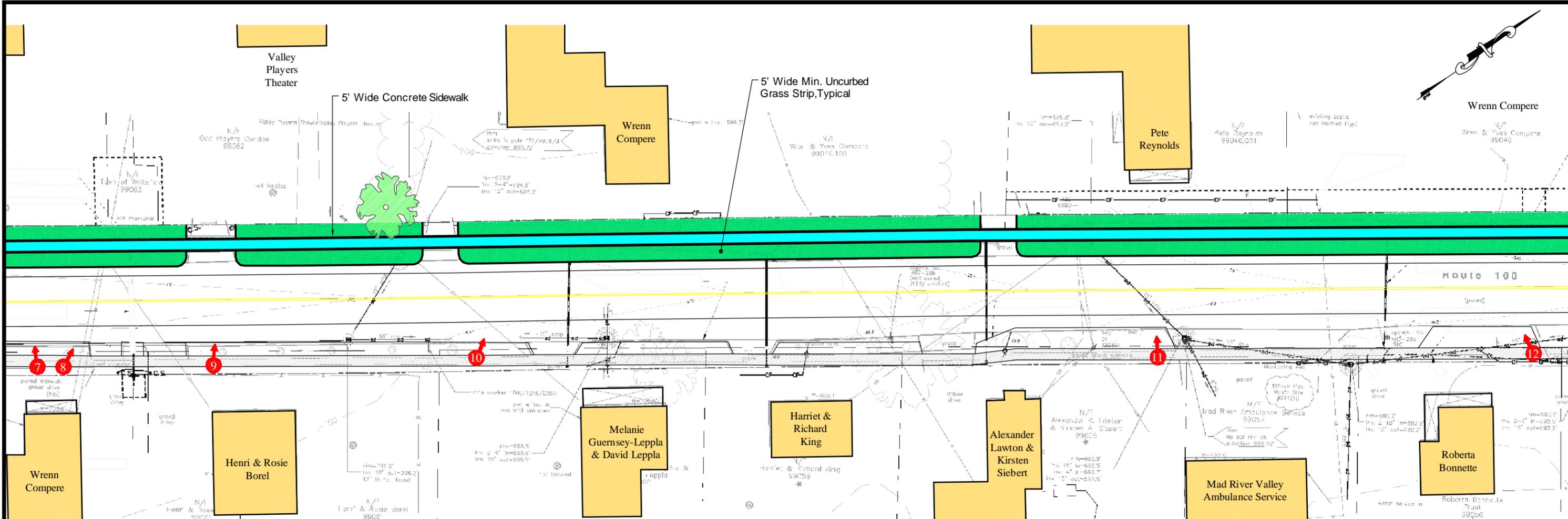
Brigid Bridal
4318 Main Street



Fit Werx
4312 Main Street



Waitsfield Sidewalk Conceptual Alignment Analysis Route 100 Waitsfield, Vermont		Project No. 10073 Survey Design JLC Drawn L&D Checked RD Date Nov. 2010 Scale 1" = 20' Sheet number 5
Proposed Sidewalk Alternative A		
 		
		



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Luminosity Studios
4276 Main Street



Mad River Quilting
4276 Main Street



Village Players Theater
4254 Main Street



Single Family Residence
4242 Main Street



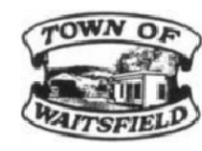
Single Family Residence
4200 Main Street



4200 Main Street



Central Vermont Regional
Planning Commission

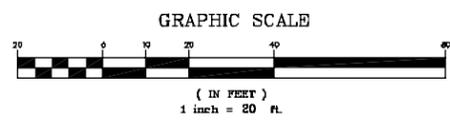
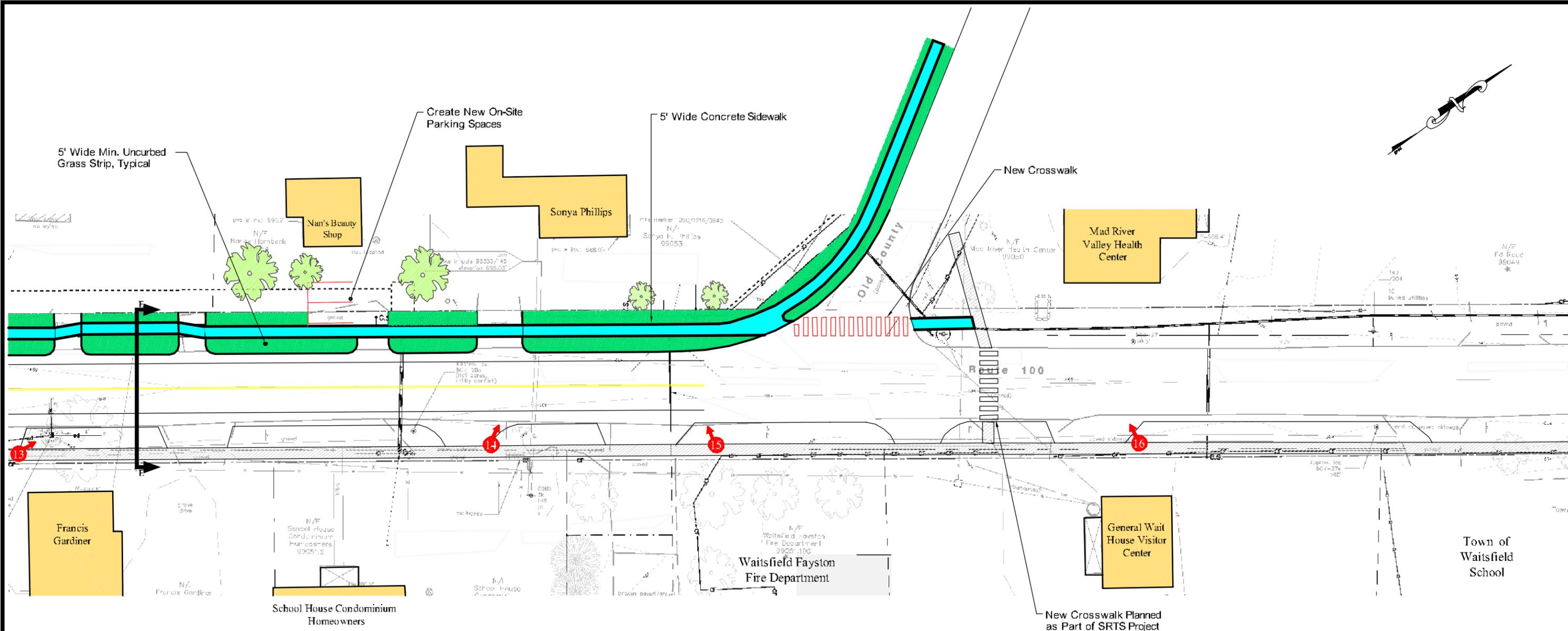


Waitsfield Sidewalk Conceptual
Alignment Analysis
Route 100 Waitsfield, Vermont

Proposed Sidewalk
Alternative A

L Lamoureux & Dickinson
14 Morse Drive, Essex, VT 05452
t: 802.878-4450 f: 802.878.3135
www.LDengineering.com

Project No.	10073
Survey	
Design	JLC
Drawn	L&D
Checked	RD
Date	Nov. 2010
Scale	1" = 20'
Sheet number	6



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Nan's Beauty Shop
4124 Main Street



Single Family Residence
4102 Main Street



Single Family Residence
4102 Main Street



Old County Road
Intersection



Central Vermont Regional
Planning Commission

Waitsfield Sidewalk Conceptual
Alignment Analysis

Route 100 Waitsfield, Vermont

Proposed Sidewalk
Alternative A

Lamoureux & Dickinson
 14 Morse Drive, Essex, VT 05452
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 www.LDengineering.com

Project No.	10023
Sheet	1
Design	JLC
Drawn	LSD
Checked	RD
Date	NOV, 2010
Scale	1" = 20'
Sheet	1 of 2

Waitsfield Sidewalk Conceptual Alignment Analysis Vermont Route 100 from Farr Lane to Old County Road

Alternative A
with VT 100 Sidewalk (east side) and Minimal Work to Add Sidewalk on West Side

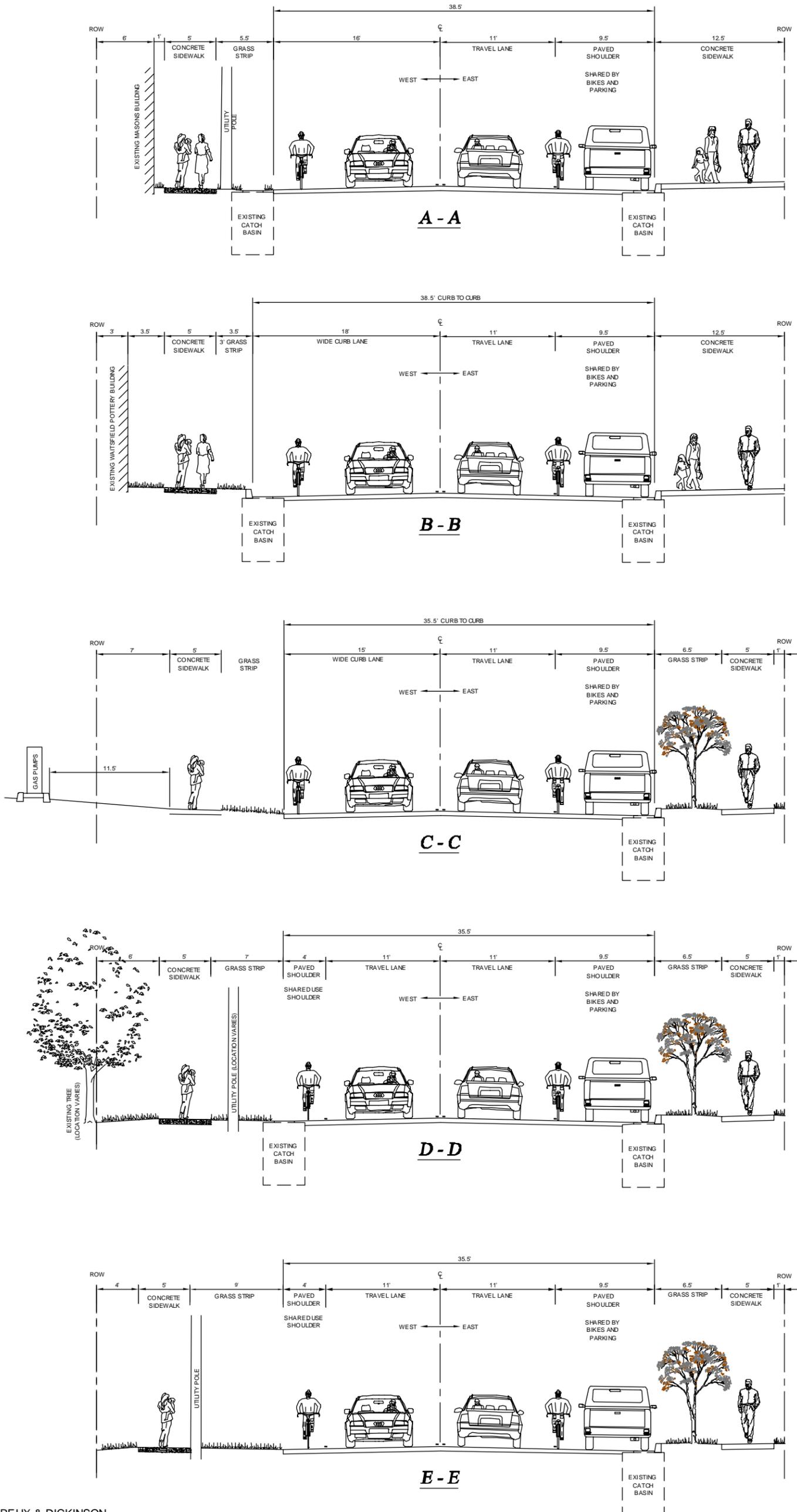
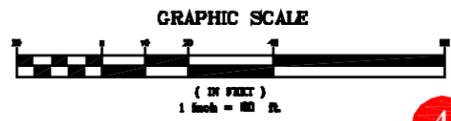
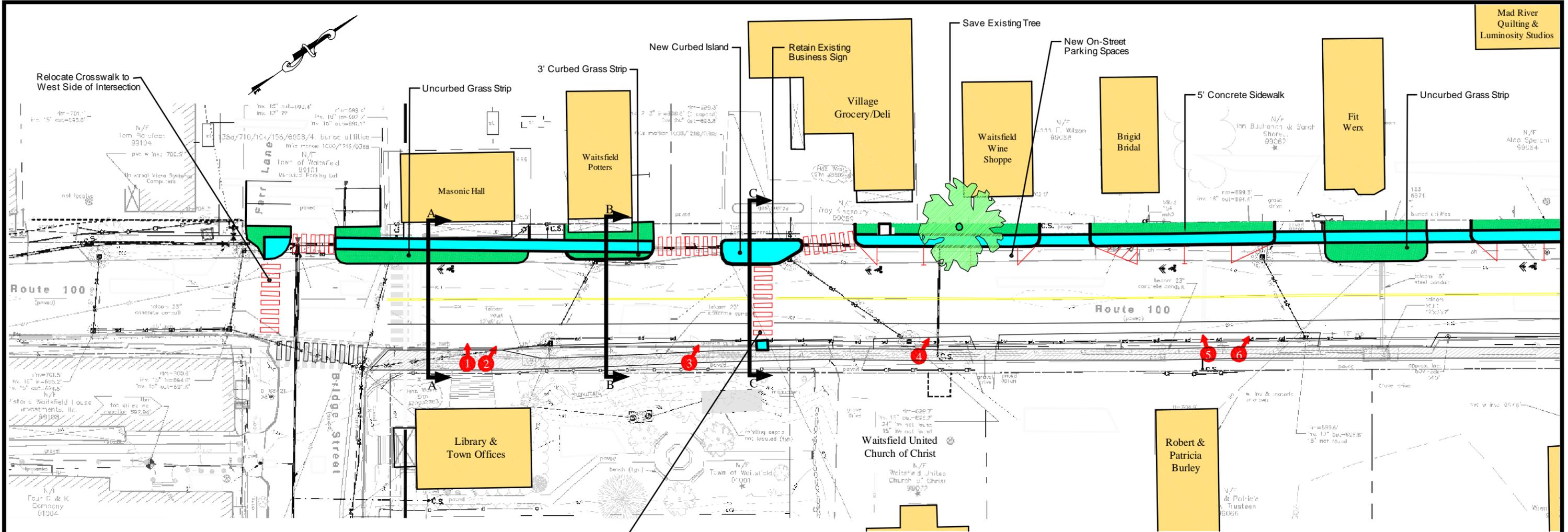


Figure 8



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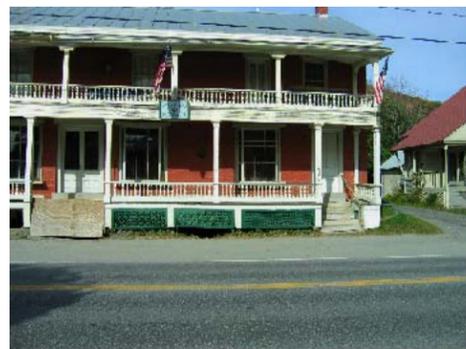
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Masonic Hall
4376 Main Street



Waitsfield Potters
4366 Main Street



Village Grocery/Deli
4348 Main Street



Waitsfield Wine Shoppe
4330 Main Street



Brigid Bridal
4318 Main Street



Fit Werx
4312 Main Street



Central Vermont Regional
Planning Commission

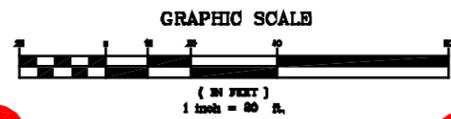
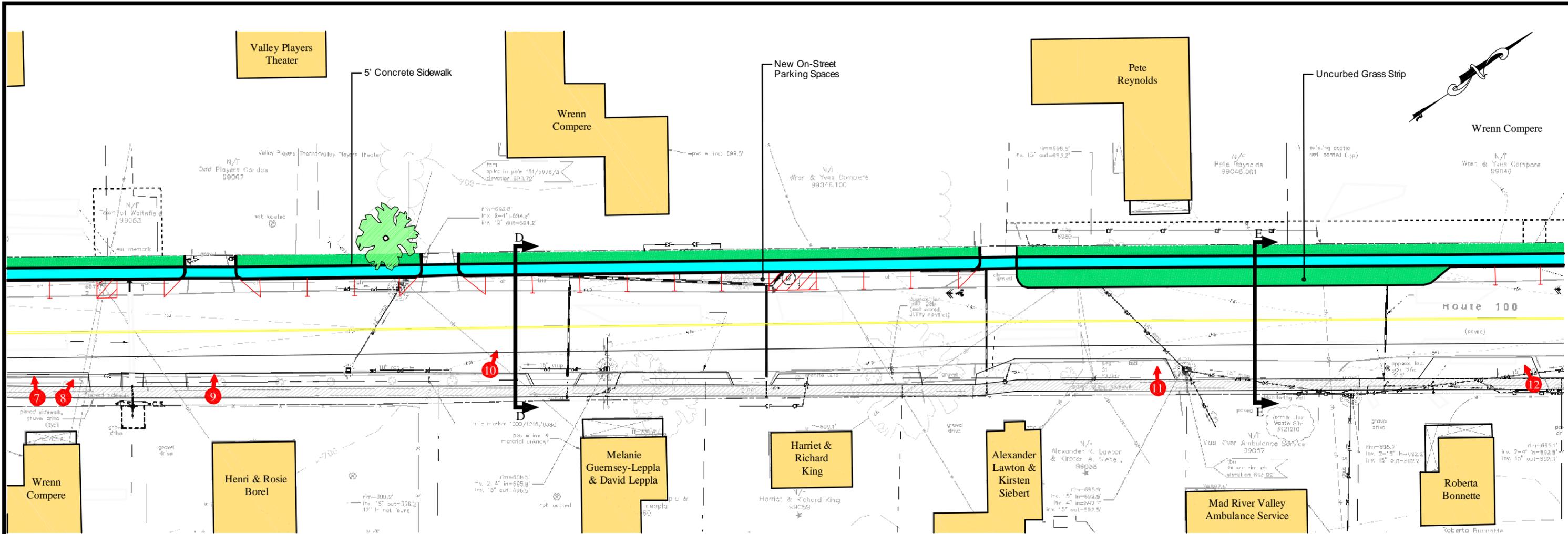


Waitsfield Sidewalk Conceptual
Alignment Analysis
Waitsfield Vermont

Proposed Sidewalk
Alternative B

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14 Morse Drive, Essex, VT 05452
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Project No.	10073
Survey	
Design	JLC
Drawn	L&D
Checked	RD
Date	Nov. 2010
Scale	1" = 20'
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Luminosity Studios
4276 Main Street



Mad River Quilting
4276 Main Street



Village Players Theater
4254 Main Street



Single Family Residence
4242 Main Street



Single Family Residence
4200 Main Street



4200 Main Street



Central Vermont Regional
Planning Commission



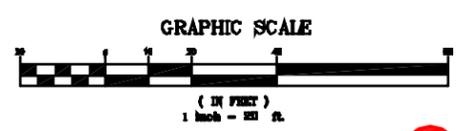
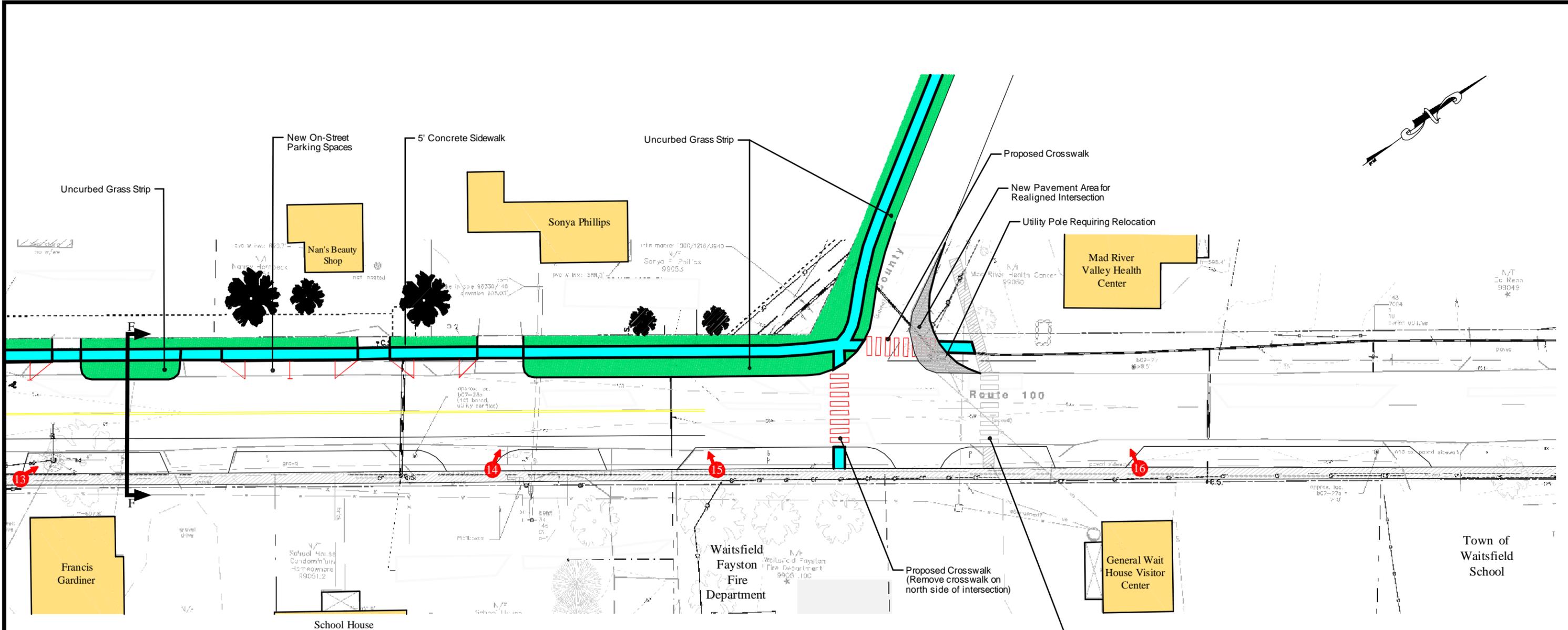
Waitsfield Sidewalk Conceptual
Alignment Analysis

Waitsfield Vermont

Proposed Sidewalk
Alternative B

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Date	Nov. 2010
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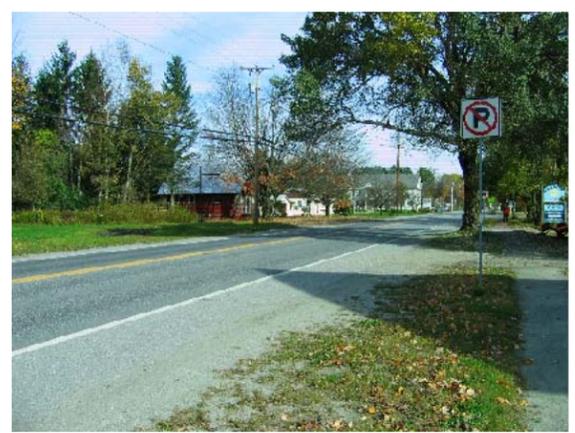


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Nan's Beauty Shop
4124 Main Street



Single Family Residence
4102 Main Street



Single Family Residence
4102 Main Street



Old County Road
Intersection



Central Vermont Regional
Planning Commission

**Waitsfield Sidewalk Conceptual
Alignment Analysis**

Waitsfield Vermont

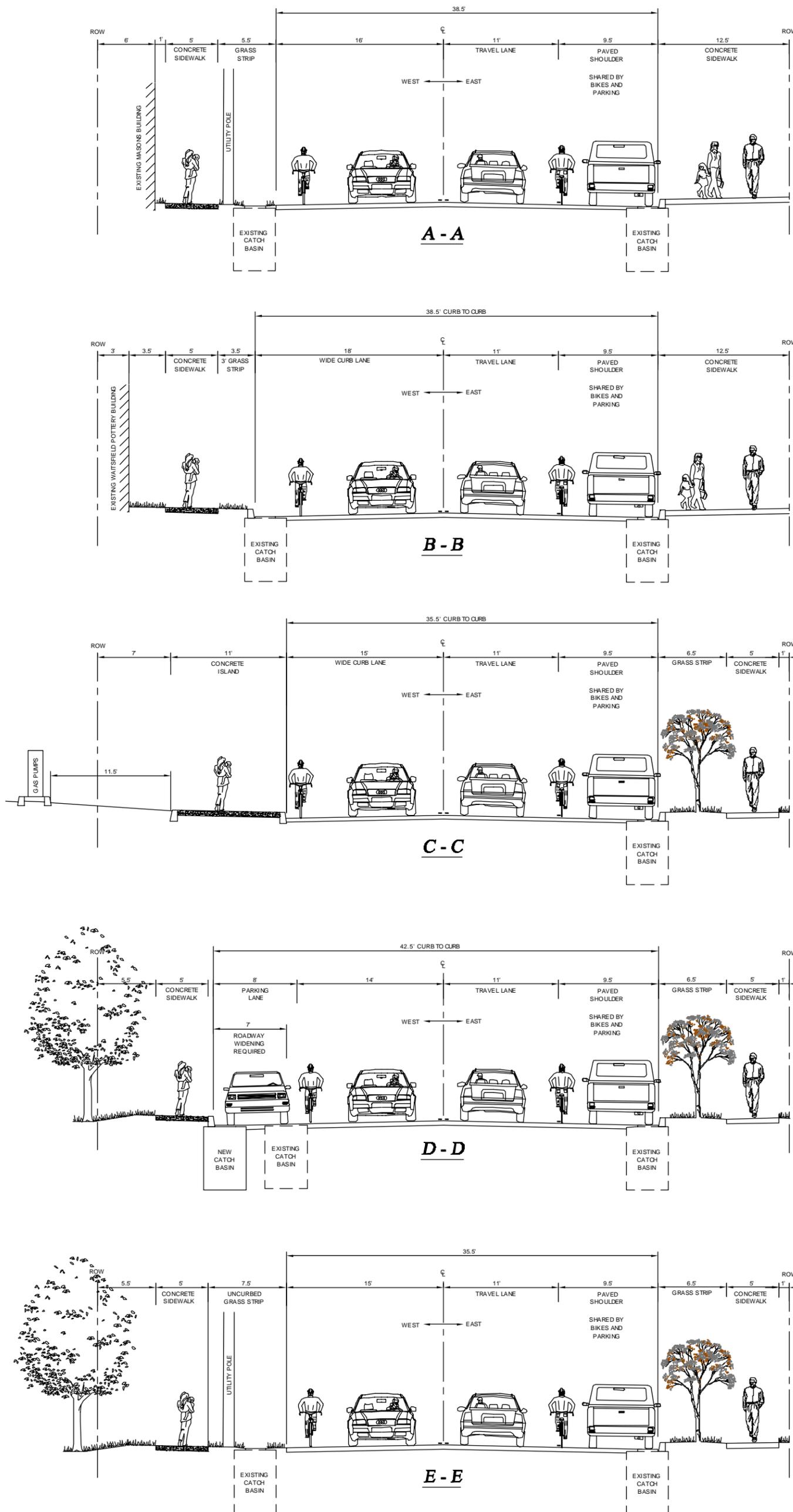
**Proposed Sidewalk
Alternative B**

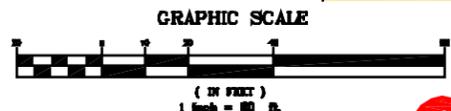
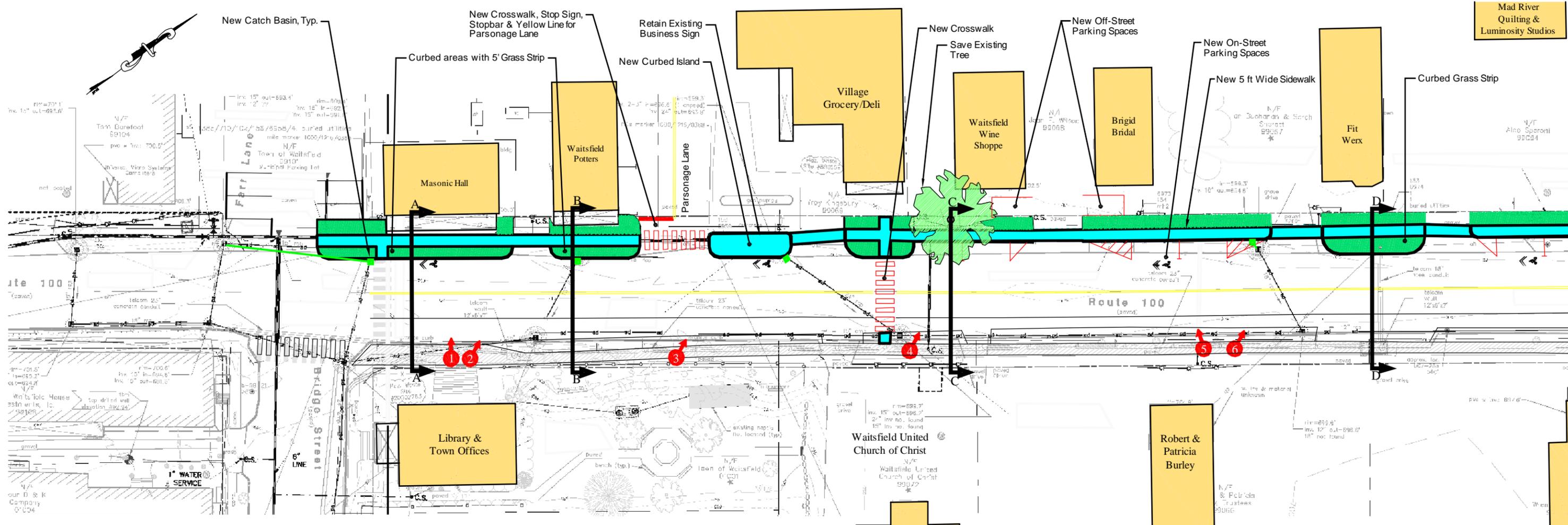
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Project No.	10073
Survey	
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Date	Nov. 2010
Scale	1" = 20'
Sheet number	11

Waitsfield Sidewalk Conceptual Alignment Analysis Vermont Route 100 from Farr Lane to Old County Road

Alternative B





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Masonic Hall
4376 Main Street



Waitsfield Potters
4366 Main Street



Village Grocery/Deli
4348 Main Street



Waitsfield Wine Shoppe
4330 Main Street



Brigid Bridal
4318 Main Street



Fit Werx
4312 Main Street



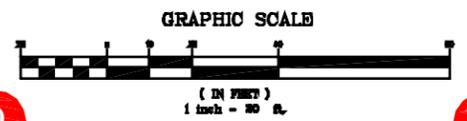
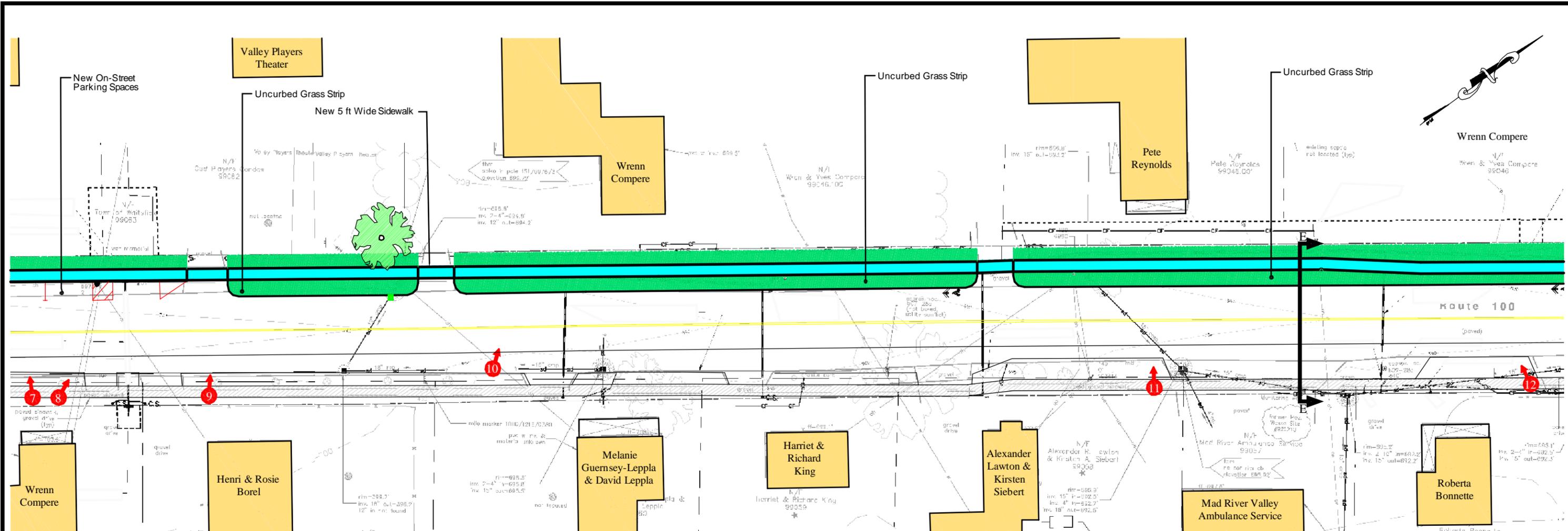
Central Vermont Regional
Planning Commission



Waitsfield Sidewalk Conceptual
Alignment Analysis
Waitsfield Vermont
Proposed Sidewalk
Alternative C

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14 Morse Drive, Essex, VT 05452
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Project No.
10073
Survey
Design
JLC
Drawn
L&D
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Date
Nov. 2010
Scale
1" = 20'
Sheet number
13



Luminosity Studios
4276 Main Street



Mad River Quilting
4276 Main Street



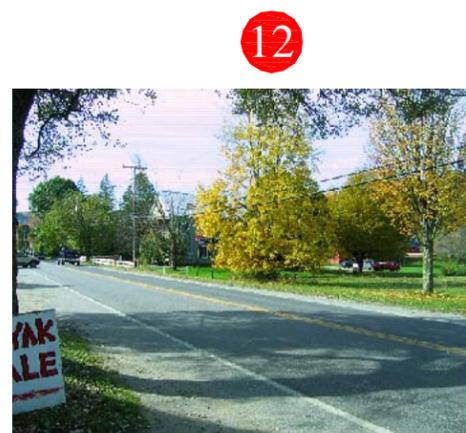
Village Players Theater
4254 Main Street



Single Family Residence
4242 Main Street



Single Family Residence
4200 Main Street



4200 Main Street



Central Vermont Regional
Planning Commission

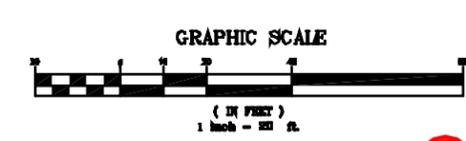
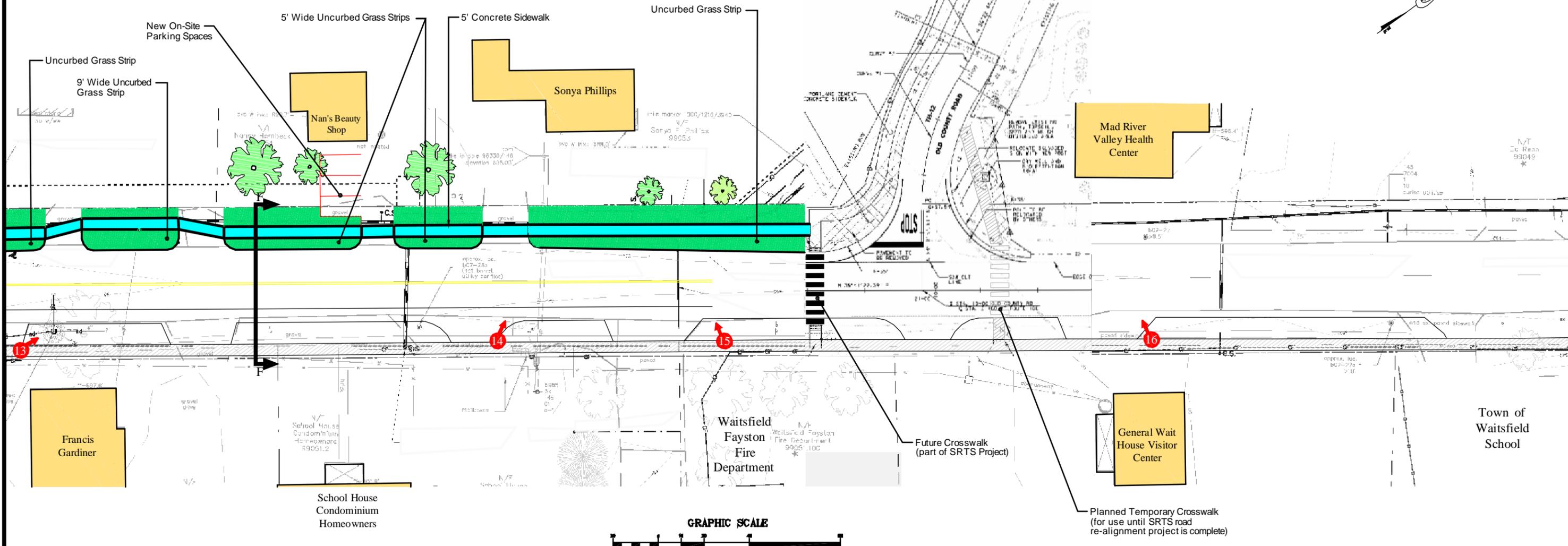
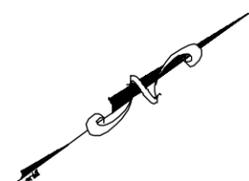


Waitsfield Sidewalk Conceptual
Alignment Analysis
Waitsfield Vermont

Proposed Sidewalk
Alternative C

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Project No.	10073
Survey	
Design	JLC
Drawn	L&D
Checked	RD
Date	Nov. 2010
Scale	1" = 20'
Sheet number	14



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Nan's Beauty Shop
4124 Main Street



Single Family Residence
4102 Main Street



Single Family Residence
4102 Main Street



Old County Road
Intersection



Central Vermont Regional
Planning Commission

Waitsfield Sidewalk Conceptual
Alignment Analysis

Waitsfield Vermont

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Waitsfield Sidewalk Conceptual Alignment Analysis Vermont Route 100 from Farr Lane to Old County Road

Alternative C

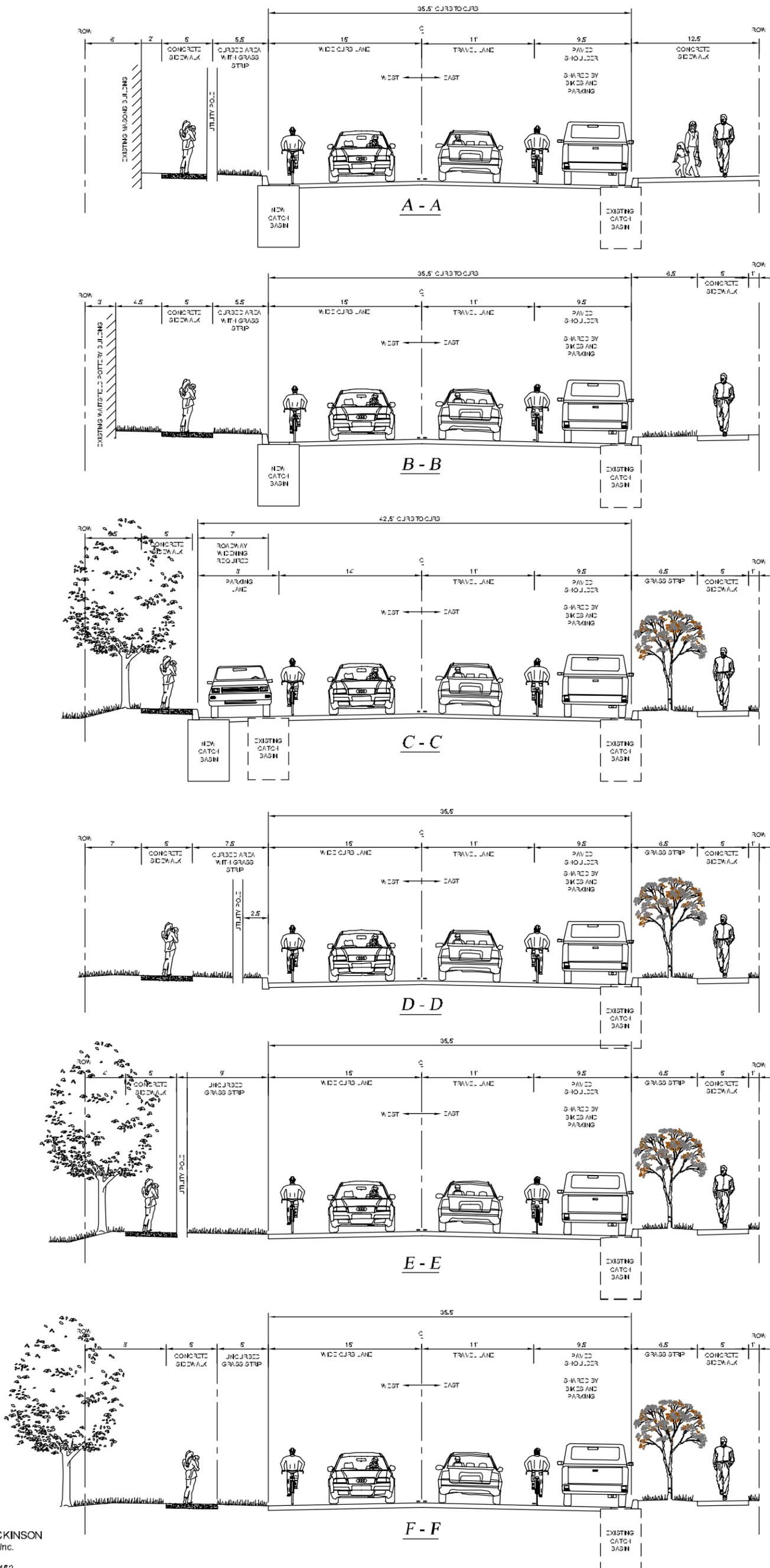


Figure 16

APPENDIX D

Historic Resource Assessment

**Historic Structures Assessment for the Waitsfield Sidewalk Conceptual Alignment
Waitsfield CAA (10073)
Waitsfield, Vermont**

Prepared for:
Lamoureux & Dickinson Consulting Engineers, Inc.
14 Morse Drive
Essex, VT 05452

Prepared by:
Suzanne Jamele
Historic Preservation Consultant
1 High Street
Plainfield, Vermont 05667

November 24, 2010

Introduction

This report will provide comments on the above-referenced project pursuant to 36 CFR 800.4, regulations established by the Advisory Council on Historic Preservation to implement Section 106 of the National Historic Preservation Act. Project review consists of evaluating the project's potential impacts to historic buildings and structures, historic districts, historic landscapes and settings, and known or potential archeological resources.

This report identifies historic resources within the proposed project's Area of Potential Effect (APE), "the geographic area within which the project may cause changes to the character or use of the historic properties" [36CFR 800.2(c)] that are listed on or appear to be eligible for listing on the National Register of Historic Places. The report also provides a preliminary assessment of effect based on preliminary project plans. A site visit was conducted by the consultant on November 10, 2010, at which time photographs were taken. File review to identify sites in the project area was undertaken at the Vermont Division for Historic Preservation in Montpelier, VT.

Project Description

The proposed project has been under consideration by the Town of Waitsfield for several years and has been part of several studies including the "Waitsfield Village Parking and Pedestrian Circulation Study" conducted in 2005/2006. The study was a joint effort of the Town of Waitsfield, Mad River Valley Planning District, Central Vermont Regional Planning Commission, Vermont Agency of Transportation, and local residents and business owners. The proposed project will make improvements to an existing sidewalk and extend the sidewalk further north and will include adding a green strip, and possibly granite curbing, bulb-outs and some on-street parking. The project area is located along the west side of VT Route 100 (also known as Main Street) in the Village of Waitsfield. The project will begin at the intersection with Farr Lane and continue north to the intersection with Old County Road.

The actual construction area lies only on the west side of Route 100 but is located largely within the Waitsfield Village Historic District and therefore has a potential visual effect on both sides of the street corridor. The proposed project's Area of Potential Effect is the entire National Register historic district.

VT Route 100, Main Street, is a broad, heavily traveled, north-south road that runs through the heart of Waitsfield Village and is lined with commercial, civic and residential properties. Within the project area, the road consists of two 11 foot travel lanes with a 10 foot parking/shared use lane along the east side and an unlined shoulder of varying width on the west side. On the east side there is a granite curb, 5 foot green strip and four foot sidewalk. Along the west side the shoulder varies in width, has a green strip in some locations, and a narrow paved sidewalk

running from Farr Lane to the driveway of the building at #4276 Main Street. A narrow dirt footpath runs from this driveway to the driveway of #4242 Main Street.

The goal of the project is to provide pedestrian access to all residences, businesses and public gathering spaces along this section of Main Street and connect them to parking facilities along Farr Lane and the east side of Main Street. Construction of the sidewalk, green space and bulb-outs, and additional on-street parking, will also facilitate traffic calming to help slow traffic and change the character of the road as it runs through the Village from a rural high speed road to a Village main street allowing multiple modes of transportation.

The east side of Main Street is not included in this proposed project. A five foot wide cement sidewalk will be constructed as part of a separate water line replacement project on the east side of the street.

The proposed conceptual alignment for the west side of the street explores two alternatives. Option one involves construction of a 5' wide green strip and 5' wide concrete sidewalks with no on-street parking and no curbing or bulb-outs. The objective would be to minimize impacts to existing lawns and keep the sidewalk as close to the road as possible.

Option two involves construction of on-street parking in selected locations, 5' foot concrete sidewalks and 5' green strips that are uncurbed, and in locations where there is not room for a 5' green strip there would be curbing with a 3' green strip and then the 5' wide concrete sidewalk. The sidewalk from Farr Lane to the building #4330 Main Street is proposed to be constructed with brick pavers with a bulb-out for a crosswalk 4348 Main Street. This section of the sidewalk rests immediately adjacent to the historic buildings at #4376 and #4366 Main Street and falls within the heart of the village commercial district.

Historic Properties

The proposed project is located largely within the boundaries of the Waitsfield Village Historic District, which is listed on the National Register of Historic Places. In the northern end of the project area, the historic district's western boundary lies along the edge of the road from just beyond the building at #4200 Main Street to Old County Road. The houses at #4102 and #4124 Main Street lie just outside the boundary of the district. The buildings along the eastern side of Main Street however, are in the historic district, which ends just beyond the General Wait House at #4061 Main Street. Thus the visual impact of the project upon the historic district extends its full length.

The broad, tree-lined road was laid out in the early 19th century and is lined with buildings that are excellent examples of 19th century architectural styles. The construction of the proposed project will front buildings #47-59 in the historic district. Most of these buildings were built in the 1840s in the Greek Revival style although a few represent later 19th century styles. All but one of the primary buildings along the west side of Route 100 are contributing buildings in the

historic district and the same is true along the east side of the road. A war memorial, consisting of a rough cut granite stone with engraved metal plate and related piece of military equipment, stands on the grass lawn adjacent to a dirt walkway, and just to the left of the driveway for the former Odd Fellows Hall #4254. At the north end of the district the buildings have a larger set back, behind lawns, than at the southern end of the project area near Farr Lane where they sit directly on the street. The center of the village is located at the intersection of Rte. 100 and Bridge Street, across from Farr Lane.

The properties at 4102 and 4124 Main Street, which are outside the historic district boundaries, were not included in the 1979/80 Vermont Historic Sites and Structures Survey (VHSS) for the Town of Waitsfield, are not listed on the State or National Registers and do not appear eligible for listing. These buildings are c. 1965 structures that have some chalet motif details typical of the period and which relate this period of growth in the ski industry in Waitsfield. However, there are better examples of the building type in the community. The buildings' construction dates fall outside the period of significance for the village historic district, which is significant "as an almost completely intact, primarily 19th century Vermont village-scape" (National Register nomination Statement of Significance, page 1). Therefore, they would not be eligible to be added to the historic district as contributing structures.

4102 Main Street

This building is a single story, gable roof, eaves front wood frame ranch house on a concrete foundation with attached breezeway and single car gable roof garage with overhead door. The 3x2 bay structure has a front cross gable that shelters the front door in the first bay and a three part cantilevered procure window. The gable is sided with clapboards and has scroll-sawn chalet style bargeboards. The gable ends are covered with vertical board siding with scalloped ends. Windows are small 1/1 sash.

4124 Main Street

This building is a 1 1/2 story, 3x3 bay, wood frame chalet style house on a concrete foundation with a steeply pitched front gable roof sporting scroll-sawn chalet style bargeboards. A balcony with solid railing and incised diamond cut-outs rests on exposed beams above the first floor on the front elevation. A door, centered in the gable peak and flanked by two narrow windows, opens into the balcony. On the first floor a central entry door (replacement) is flanked by paired small windows. Windows are all horizontal 2/2 double hung sash. A small, gable roof one story garage with overhead door and matching bargeboard is attached to the north side of the house via a connector.

Assessment of Effect

Project plans are preliminary. Formal findings of effect for Section 106 will be based on final project plans when they become available. The proposed project, to remove the existing paved sidewalk and construct a new five foot sidewalk in its place, along with adding similar new sidewalks in areas where there is now just a dirt footpath or no walkway at all, will not directly

affect any historic resource in the APE and will not alter the setting of any historic structures. The existing sidewalks and curbing are not historic. Effort has been made to locate the new sidewalk as close to the edge of road as possible to avoid impacts to front lawns. Addition of new sidewalks, green strips, granite curbing, bulb-outs and brick pavers, along with on-street parking in select locations, will not alter the character of the historic district within which they will be located. This street already has on-street parking on the east side of the street. New five foot sidewalks have been approved for construction on the east side of Main Street in conjunction with a water line replacement project. The proposed sidewalks on the west side will match those on the east. Five foot width sidewalks are the minimum allowed to meet ADA requirements. The replacement of the sidewalks has been the subject of a number of community meetings and studies, as well as the Town Plan, all of which recommend replacement as proposed.

In construction of the sidewalks, care should be taken to avoid impacting the historic buildings located at #4376 and 4366 Main Street as these buildings lie very close to the existing sidewalk. Drainage should be designed to direct away from these buildings. In addition, the war memorial near building #4254 should be avoided or moved back slightly on the lawn. Mature trees along the alignment, particularly in front of #4242 should be avoided, if possible, as they add to the setting and character of the historic district, and this house in particular.

In summary, it is anticipated that upon review of final project plans the proposed project will be found to have no adverse effect on any historic structures.

Sincerely,

Suzanne Jamele
Historic Preservation Consultant

Attachments

1. Bibliography
2. Location Map
3. Waitsfield Village Historic District cover sheet, building descriptions, map
4. Photographs
5. Conceptual plans

Waitsfield Sidewalk Conceptual Alignment, Waitsfield CAA (10073)
Waitsfield, Vermont
Historic Resource Identification and Preliminary Findings of Effect
November 2010

Bibliography

Anderson, Nina, Vermont Historic Sites and Structures Survey: Town of Waitsfield, recorded for Vermont Division for Historic Preservation, Montpelier, VT: 1979/80.

Waitsfield Village Historic District, National Register of Historic Places nomination form, prepared by Courtney Fisher, May 1983.

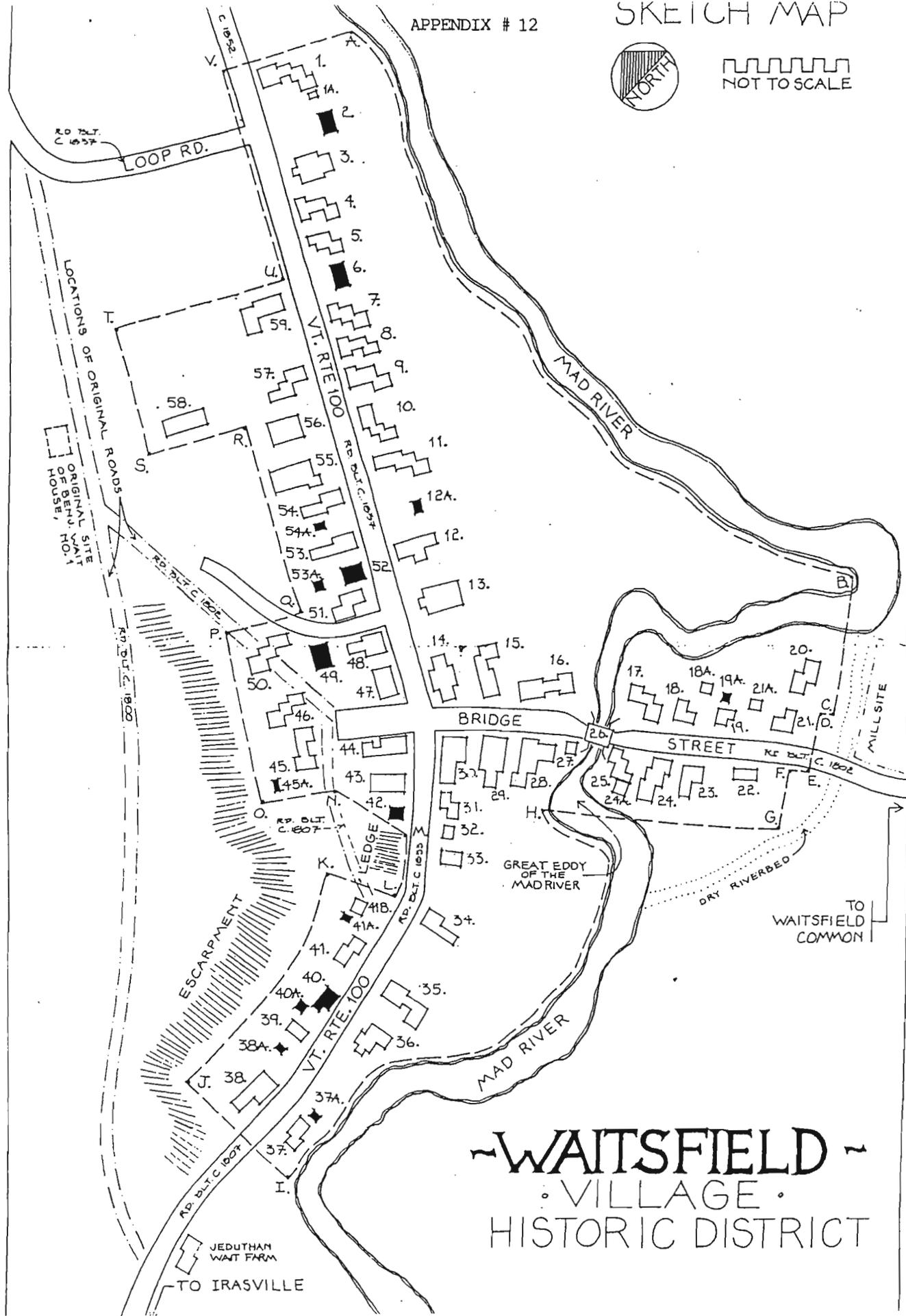
Waitsfield Town Plan, prepared by Burnt Rock, Inc., Adopted. June 27, 2005.

Waitsfield Village Parking and Pedestrian Circulation Study, prepared by Resource Systems Group, Inc., March 2006.

SKETCH MAP



NOT TO SCALE



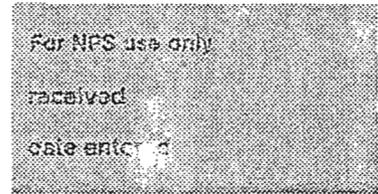
WAITSFIELD

VILLAGE

HISTORIC DISTRICT

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Page 1

1. Ernest & Ruth Bareham
- 1A. Star Route
Waitsfield, Vermont 05673
2. Town of Waitsfield
RD, Box 390
Waitsfield, Vermont 05673
3. Valley Schoolhouse Association
c/o Al Sinar
P.O. Box 631
Waitsfield, Vermont 05673
4. Helen Fielder
RD, Box 422
Waitsfield, Vermont 05673
5. Harry & Roberta Bonnette
RD, Box 423
Waitsfield, Vermont 05673
6. Bonnette's Garage, Inc.
c/o Randy Eastman
RD, Box 427
Waitsfield, Vermont 05673
7. Palmer & Julia Gaylord
RD, Box 425
Waitsfield, Vermont 05673
8. Joseph Logan & Robert Heines
P.O. Box 98
Waitsfield, Vermont 05673
9. A.H.S. Corporation
P.O. Box 149
Waitsfield, Vermont 05673
10. Henri & Rosi Borel
P.O. Box 205
Waitsfield, Vermont 05673
11. Harriet Jones
RD, Box 394
Waitsfield, Vermont 05673

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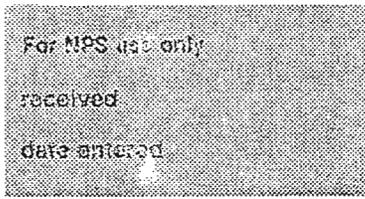
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12. Robert & Patricia Burley
12A. RD, Box 150
Waitsfield, Vermont 05673
13. Congregational Society
c/o Eloise Gaylord, Chairperson
Board of Trustees of the Waitsfield Federated Church
RD, Box 21
Waitsfield, Vermont 05673
14. Town of Waitsfield
RD, Box 390
Waitsfield, Vermont 05673
15. Emily Eaton
RD, Box 391
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16. Helmut Langer
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Stamford, Connecticut 06907
17. Mynderse & Kathleen Woodruff
P.O. Box 1
Waitsfield, Vermont 05673
18. Dana & Eleanor Haskin
18A. P.O. Box 9
Waitsfield, Vermont 05673
19. Dana & Eleanor Haskin
19A. P.O. Box 9
Waitsfield, Vermont 05673
20. Carl Long & Estate of Elsie Long
c/o William Bragg
RD, Box 193
Waitsfield, Vermont 05673
21. Elmer & Aurelia Mehuron
21A. RD, Box 386
Waitsfield, Vermont 05673
22. Charles & Mildred Burbank
Plainfield, Vermont 05667

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23. Max Shaw
RD, Box 385
Waitsfield, Vermont 05673
24. John Smith
24A. 17 Burlington Road
Bedford, Massachusetts 01730
25. Mynderse & Kathleen Woodruff
P.O. Box 1
Waitsfield, Vermont 05673
26. Town of Waitsfield
RD, Box 390
Waitsfield, Vermont 05673
27. Robin Griffin
Box 256A, RD 4
Manchester, New Hampshire 03102
28. Bridge Property, Inc.
P.O. Box 517
Waitsfield, Vermont 05673
29. Red Deer Company, N.V.
c/o Dennis Bache
Fiddler's Green
Waitsfield, Vermont 05673
30. Lawrence Barnes
200 East 53rd Street
New York, New York 10022
31. Barry Bender
RD, Box 209
Waitsfield, Vermont 05673
32. Barry Bender
RD, Box 209
Waitsfield, Vermont 05673
33. Ramon Diego
Mill Hill Road
Northfield, Vermont 05663

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35. Paul & Patricia Keener
256 East Main Street
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36. Read Devereux
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37. Holly Meystre
37A. P.O. Box 284
Waitsfield, Vermont 05673
38. Ruth McGill
38A. RD, Box 438
Waitsfield, Vermont 05673
39. Gregory & Carolyn Schipa
RD 2
Randolph, Vermont 05060
40. Felicks & Jenny Pakk
40A. RD, Box 436
Waitsfield, Vermont 05673
41. Stella Jones
41A. P.O. Box 33
41B. Waitsfield, Vermont 05673
42. Valley Paint, Glass & Supply, Inc.
RD, Box 434
Waitsfield, Vermont 05673
43. Valley Paint, Glass & Supply, Inc.
RD, Box 434
Waitsfield, Vermont
44. James Herman
Box 142
Old Lyme, Connecticut 06371

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Waitsfield, Vermont 05673
46. Kathleen Miller
Warren, Vermont 05674
47. Masons
c/o Edward Eurich
RD, Box 256
Waitsfield, Vermont 05673
48. David & Kathleen Black
RD, Box 433C
Waitsfield, Vermont 05673
49. Acopon Corporation
c/o Joseph Harris
RD, Box 295
Waitsfield, Vermont 05673
50. Methodist Society
c/o Eloise Gaylord, Chairperson
Board of Trustees of the Waitsfield Federated Church
RD, Box 21
Waitsfield, Vermont 05673
51. Clarence & Emily Tucker
RD, Box 224
Waitsfield, Vermont 05673
52. Alden & Elizabeth Bettis
RD, Box 429
Waitsfield, Vermont 05673
53. Alden & Elizabeth Bettis
53A. RD, Box 429
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54. Spencer & Marjorie Gregory
54A. P.O. Box 127
Waitsfield, Vermont 05673
55. Aldo & Mary Speroni
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Williston, Vermont 05495

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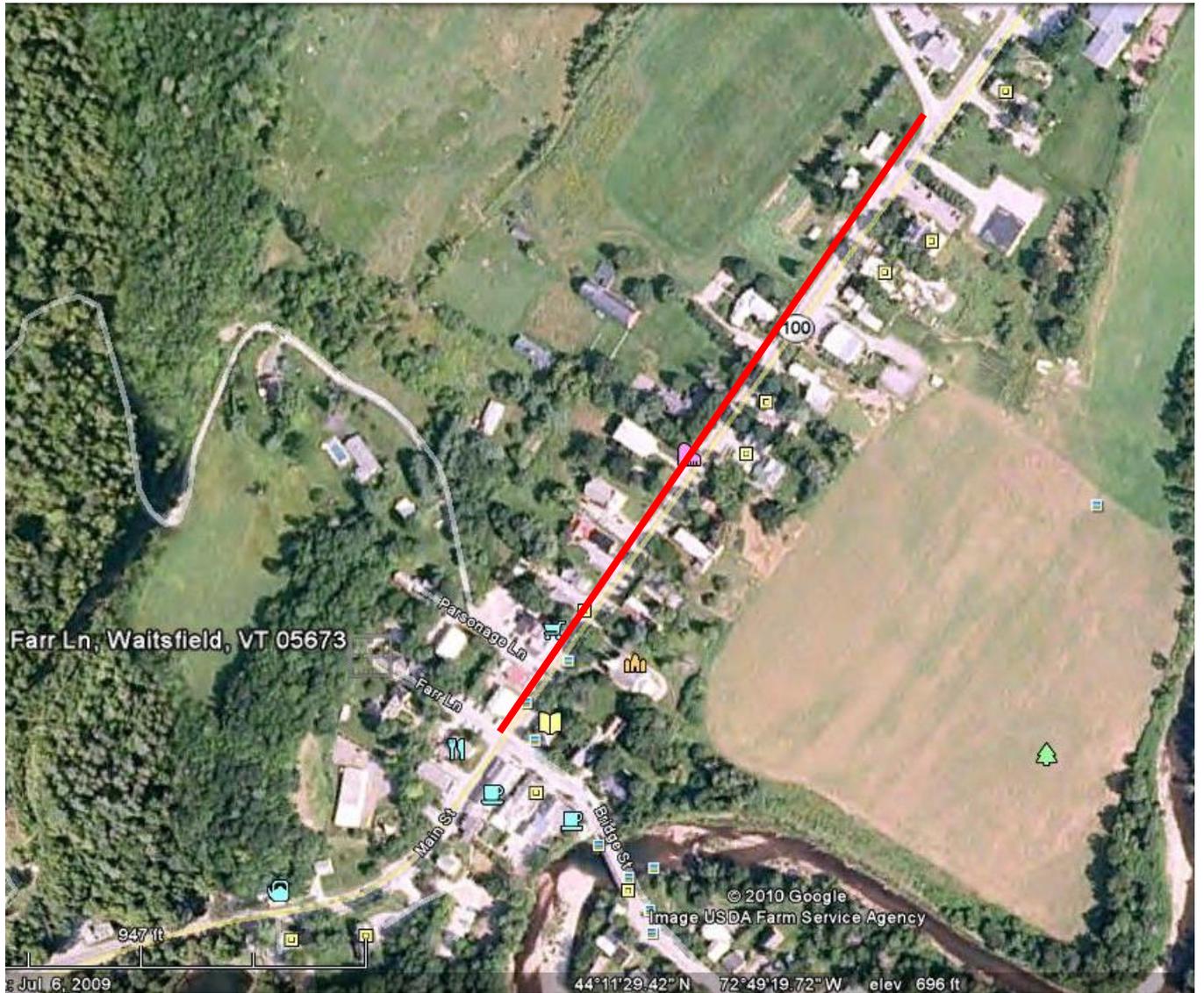
Continuation sheet

Item number 4

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56. I.O.O.F.
c/o Harry Bonnette
RD, Box 423
Waitsfield, Vermont 05673
57. Stevenson & Leslie Flemer
P.O. Box 509
Waitsfield, Vermont 05673
58. Stevenson & Leslie Flemer
P.O. Box 509
Waitsfield, Vermont 05673
59. Clarence & Emily Tucker
RD, Box 224
Waitsfield, Vermont 05673

Project Location Map



Waitsfield Village- Project area in red. Farr Lane at lower left, Old County Road at upper left.

Waitsfield Sidewalk Conceptual Alignment



1. Project area looking north from Bridge Street.



2. Project area looking south.



3. Project area looking north just beyond end of historic district.



4. Northern end of existing pedestrian path in front of #4254-dirt in this location.



5. Gravel path in front of #4276.



6. Paved path from #4312-4376 (Farr Lane intersection).

Waitsfield Sidewalk Conceptual Alignment



7. #4376- Masonic Hall, #47 in historic district.



8. #4366, #48 in historic district.



9. #4348, #51 in historic district.



10. #4330, #52 in historic district and #4318, #53 in historic district.



11. #4312, #54 in historic district and #4276, Old Methodist Church #55 in historic district.



12. #4254, Odd Fellows Hall #56 in historic district and war memorial in side yard.

Waitsfield Sidewalk Conceptual Alignment



13. #4242, #57 in historic district.



14. # 4200, #59 in historic district (end of district).



15. Late 20th century shed between #4200 and #4124.



16. #4124, c. 1965 chalet style house and garage.



17. #4102, c. 1965 ranch house and garage with chalet style features.



18. Old County Road intersection and end of project area.