

# Multi-use Path and Sidewalk Planning and Feasibility Study

for  
the City of Vergennes  
and  
the Town of Ferrisburg,  
Vermont



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## I. INTRODUCTION

### A. Overview

For the past few years, the City of Vergennes (the “City”) and the Town of Ferrisburgh have been cooperating on the development of a Park and Ride lot and new train station in Ferrisburgh, just north of Route 22A between the Route 22A/Route 7 intersection and the Kayhart underpass. The City has also developed plans for a rail trail along the west side of the City to connect the west side of the downtown with the train station and park and ride lot. As a continuation of these efforts, the City, again with the cooperation of Ferrisburgh, plans to develop a bicycle and pedestrian facility along the eastern side of the City, to connect the sidewalk system in the southeastern portion of the City with the Park and Ride lot. The connection would not only provide pedestrians and bicyclists a way to connect with the Park and Ride lot, but would also create a full pedestrian and bicyclist loop around the City.

In a related project, the City and the Addison County Regional Planning Commission (ACRPC) also want to examine the best way of extending the existing sidewalk system on Route 22A/North Main Street in the City with the Park and Ride lot. This extension may or may not be provided as part of the east side connection described above.

The two studies are being completed simultaneously with this single report.

**Figures 1 and 9** provide an overview of the Study Area for the two projects.

### B. Purpose and Need

The Purpose and Need Statement for this project succinctly captures the essence of why this project is being pursued.

The Purpose and Need Statements help define and state the problems or needs within a community. The Purpose portion of the statements declares in general terms the goals of the project and does not state solutions. The Need portions state problems that are present and provides the rationale for why something should be done.

#### ***Purpose***

The purpose of the bicycle and pedestrian feasibility project is to improve safety for non-motorized travelers on the eastern side of the City of Vergennes between New Haven Road and the proposed Park and Ride Facility north of Route 22A in the Town of Ferrisburgh and to provide access to public facilities on the eastern side of the City. For the purpose of this project, “non-motorized” has been defined as land-based modes of transportation other than motorcycles, cars, trucks, and all-terrain vehicles.

The purpose of the sidewalk extension project is to provide an extension of the existing sidewalk system on Main Street to the Park and Ride Facility.

### ***Need***

The need for the east side project is due to lack of pedestrian and bicycle facilities on the eastern side of the City that will allow easy, non-motorized movement without conflicting with motorized travelers, especially along the New Haven Road, Monkton Road, Route 7 and Route 22A. The development of better bicycle and pedestrian facilities on the western side of the City is expected to increase non-motorized travel in the City in general, which is likely to increase the demand for such facilities on the eastern side of the City. The development of the Park and Ride Facility will also increase the demand for pedestrian and bicycle facilities that connect it to the City.

The need for the sidewalk extension is due to the sudden ending of the existing sidewalk short of a known pedestrian destination point, such as Kennedy Brothers, the Food Store or the proposed train station and Park and Ride.

### **C. Preferred Cross Section**

The preferred cross section for this path would be a ten-foot wide asphalt shared use path with two-foot gravel or grass shoulders on each side, as **Figure 2** presents. It is consistent with the recommendation in the *Vermont Pedestrian and Bicycle Facility Planning & Design Manual* (the *Manual*). The preferred cross section would keep grades below five percent as much as possible. When grades need to exceed five percent, they will only do so for short distances. In the event that sidewalks are needed, the preferred cross section would be a concrete sidewalk that is five feet wide. The preferred on-road cross section would be four foot paved shoulders on either side of the road.

In locations where there are historic resource considerations or potential environmental or property impacts, the width of the path may be narrowed to eight feet but sidewalks should remain at five feet wide. The shoulders could be reduced to three feet wide each when insufficient room exists to provide the full 4 feet.

### **D. Projected Users**

The City assumes that the bicycle and pedestrian facility will be used by a variety of users. While different levels of experience are expected for pedestrians, more significant differences are expected for bicyclists and the types of facilities considered appropriate for the different users. **Table 1** provides an outline of the different types of users anticipated and their characteristics.

**Table 1. Alternative Transportation Facilities Users**

<b>Type of User</b>	<b>Destinations</b>	<b>Ability Level</b>	<b>Comfort Level</b>	<b>Comments</b>
<b>Pedestrian</b>				
<i>Pre-School</i>	Very Close to Home	Basic	Low - no other nearby vehicular traffic tolerated	Needs supervisions and an isolated sidewalk or path
<i>Grade School</i>	Close to Home	Basic	Low nearby vehicular traffic levels acceptable	Separated sidewalks or paths preferred
<i>H. School/ Adult</i>	Town Wide	Intermediate to Advanced	High nearby vehicular traffic levels potentially acceptable	
<i>Elderly</i>	Variable	Variable	Variable	
<b>Bicyclist</b>				
<i>Basic Skills</i>	One Mile Radius	Variable	Some adjacent vehicular traffic volumes acceptable	Usually younger riders—only separated paths or very wide shoulder appropriate
<i>Intermediate</i>	Town wide	Intermediate	Variable	Separated paths or 4-foot wide shoulders appropriate
<i>Skilled</i>	Regional	Advanced	High adjacent vehicular traffic volumes acceptable	Narrow right-of-ways, shoulders and all types of facilities acceptable

## **II. PROPOSED ALIGNMENT RECOMMENDATIONS**

### **A. Preferred Alignment**

The Preferred Alignment creates a central shared use path in the southern section of the City while splitting into two separate facilities in the northern portions of the Study Area. **Figure 3** provides a graphic representation of the preferred alignment.

Starting at the southern end, the preferred alignment begins at East Street on the eastern side of the Pool Park as a shared use path. The path moves east in the park along the south side of the pool. A retaining wall near the southern corner contains the fill needed to create a level area and keeps the fill from filling the wetland or covering the slope leading down to it. The retaining wall is topped by a five foot fence. The path continues along the southeast side of the pool and tennis court enclosures with just minimal fill. Close to the northeast corner of the park property, the path turns to the east and, after bordering the enclosed paved area, follows an existing eight-foot wide trail across the wetland to the southwest corner of the athletic fields on the Middle School/High School property. The existing path will need to be widened by about three feet on either side to accommodate an existing culvert which carries the existing path across a small tributary of Mossy Brook at the center of the wetland will be extended by also by about three feet on either side.

The path continues north along the western edge of the two ball fields on the school property. It moves around the western and northern edges of the school parking area and out towards Monkton Road. At Monkton Road, this path turns west along the south side of the Monkton Road right-of-way a short distance to the intersection with Armory Road. A crosswalk brings the trail across Monkton Road to the east side of Armory Road; a second crosswalk crosses Armory Road close to the intersection with Monkton Road.

Two-foot wide striped shoulders on both sides of Armory Road bring the path north to the point where the road curves to the east. The road, which is currently 18-feet wide, will be extended by two-feet on either side to accommodate the new paved shoulders. A new sidewalk on the east side of Armory Road and separated from the edge of the roadway by approximately five feet provides a safe walking location for pedestrians. At the curve, the path splits, with the sidewalk on the east side of Armory Road widening into a shared use path heading east on the south side of Armory Road. A second shared use path heads west across the field on the northwest side of Armory Road towards North Main Street. A crosswalk on Armory Road positioned to maximize sight distance in both directions links the two shared use paths.

Once inside the North Main Street right-of-way, the western portion of the path links with the existing sidewalk and continues north along the alignment of the existing sidewalk on the eastern side of North Main Street. The old, four-foot wide sidewalk will be removed and replaced with a shared use path for approximately 350 feet north, with the widening occurring mostly towards the outside of the right-of-way. Just south of the existing building housing Enterprise Car Rental, the shared use path ends and bicycle lane begins heading



north on North Main Street. A well-signed crossing for bicyclists heading south connects the bicycle lanes with the shared use path.

The new sidewalk is continued along the eastern side of North Main Street beyond the shared use path all the way to the Kayhart underpass. Along the way, one utility pole guy wire will be relocated to allow the sidewalk's construction. The extension may require retaining walls along portions of the Vergennes Supply buildings that come close to North Main Street. The sidewalk will also require retaining walls north of Depot Road for approximately 200 feet as the level area for a sidewalk is created by cutting into the side slope.

The sidewalk extension continues along the eastern and southern side of North Main Street/Route 22A to the intersection with Meigs Road. A curb or other barrier divides the sidewalk from the edge of the roadway as it passes through the Kayhart underpass. The existing drainage swale in this area is also placed in a culvert so that the sidewalk can use the area the swale currently occupies. On the east side of the underpass, the sidewalk shifts further away from the roadway to the southern side of the existing drainage ditch. At the Meigs Road intersection, a crosswalk carries the path across Route 22A to the park and ride side.

After the split, the eastern portion of the path would follow the south side of Armory Road to the American Legion property. After passing behind the American Legion garage, the path moves around the south side of the American Legion property and building and onto the Shaw's Shopping Center property. The path continues on the northeast side of the parking areas and buildings on the Shaw's Shopping Center property until it reaches the Route 7 right-of-way.

Upon reaching the western edge of the Route 7 right-of-way, the path turns to the north and follows the outer edge of the right-of-way to the railroad crossing. One utility pole guy wire may need to be altered to allow the construction of the path. The path crossing is separated from Route 7 by a minimum of 30 feet. New pedestrian crossing gates provide a barrier to crossing the railroad when a train is coming. Fences also line either side of the path away from the railroad on both sides for approximately 200 feet to minimize the chances of pedestrians or bicyclists exiting the path and using Route 7 to cross the railroad. Wetlands impacts in this area will determine the specific location of the path.

The path continues northward along the outer edges of the Route 7 right-of-way towards the intersection with Route 22A. South of the intersection, the path moves closer to the roadway to minimize the need to blast bedrock. At the Route 22A intersection itself, the path turns west along the south side of Route 22A in the State right-of-way, passing between the existing utility poles and the edge of the right-of-way. It crosses Meigs Road and, joining with the western branch, crosses Route 22A via a new crosswalk.

The eastern portion of the loop in the Route 7 right-of-way is acknowledged to be a longer-term goal.

## **B. Viability**

1. Overview - While there are several challenging locations along the proposed alignment, as a whole, the City should face few significant obstacles in obtaining the permits and constructing this path if funding can be secured. One of the factors in the City's favor is that much of the route is across land that is already owned by the City, the State, or other public entity. Additionally, the private landowners that are involved appear to be willing to discuss the possibility of using portions of their land for the path. The following sections discuss other specific issues along the proposed alignment in more detail.

2. Wetlands - There are four areas of potential wetland impacts associated with the preferred alignment. The first location, at the southern end of the path, involves crossing a wetland area. The specific route, however, uses an existing path that is approximately eight feet wide and already includes a culvert over the small intermittent stream leading into Mossy Brook. The path needs to be widened approximately three feet on either side to allow the construction of an eight-foot wide path with two-foot wide shoulders. The existing culvert is also either extended three feet on either side or replaced.

The second area could place the eastern branch of the preferred alignment at the edge of a wet meadow area along the northern edge of the Shaw's property. The presence of a wetland has not been confirmed, but the abundance of Canary Reed Grass in the meadow indicates the potential presence of a wetland. The path as proposed would stay close to the northern property line to limit impacts on the future use of the property. If the meadow is determined to be a wetland, however, the path could also be aligned along the southern edge of the meadow, close to the existing buildings.

The other two areas of wetland impact involve minor disturbances to wetlands or wetland setback areas at the edges of the Route 7 right-of-way. The alignment is intended to be at the outer edge of the western side of the right-of-way, but the alignment could be moved closer to the roadway as needed to avoid wetland areas as possible. Due to the limited width of the right-of-way, it may not be possible to avoid the setback areas entirely if the wetlands are regulated by the State but the potential for obtaining the necessary State permits for this work appear to be good.

3. Railroad Crossings - The sidewalk portion of the western side of the loop passes under the railroad via the Kayhart underpass. The sidewalk will be approximately four feet away from the edge of the pavement and about one foot away from the edge of the abutment at its tightest location – the southwestern corner. No modifications to the structural elements of the underpass are needed.

The eastern crossing is a new bicycle/pedestrian crossing located in the Route 7 right-of-way. It is located approximately 30 feet west of the existing crossing, to minimize confusion

to drivers about the pedestrian crossing gate. There is currently no crossing gate on the road and VTrans indicates that none are currently required. To minimize the potential for pedestrians or bicyclists going around the gates, the sides of the path will be fenced at least 200 feet back from the crossing on both sides of the railroad.

Both the State of Vermont as owner of the right-of-way and the Vermont Railway, the current operators of the railroad, have indicated that the creation of a pedestrian crossing in an existing right-of-way that crosses the railroad would be acceptable. **Appendix A** contains copies of correspondence from VTrans and the railroad.

4. Overhead Utility Lines - There are several overhead utility lines close to the preferred alignment. Four utility poles owned by Green Mountain Power, in particular, are of concern.

The first pole is located on the southeast side and outside of the fence around the City Pool. It supports a street light and the power lines running to the pool's electrical system. There are several options for relocating this pole, including shifting it further down the hill or placing the street light on a nearby pole and placing the wires underground.

Two additional poles are close to the western side of the Vergennes Building Supply building close to Route 22A close to the preferred alignment of the sidewalk. The southern pole requires the installation of a "sidewalk pole" on the guy wire; the "sidewalk pole" is a horizontal bar between the utility pole and the guy wire elevated high enough to allow easy passage of pedestrians beneath it. This allows the sidewalk to pass under the sidewalk pole. If the sidewalk pole were not used, the guy wire would come down and obstruct the sidewalk with safe clearance for users. Because of the difficulty of moving the northern pole, the sidewalk passes on either side of the pole itself. Passing between the pole and the building will require the acquisition of a permanent easement on the adjacent property; placing the sidewalk between the pole and the street will necessitate placing the drainage swale in a culvert and adding a short section of curb to separate the sidewalk from the street.

The fourth pole is located within the Route 7 right-of-way near the northeast corner of the Shaw's property. It will also need a guy pole located closer to the roadway or the installation of a "sidewalk pole" if it allows enough clearance. The path will pass between the two poles or under the "sidewalk pole".

5. Road Crossings – The preferred alignment includes four road crossings. These crossings occur on a low volume road - Armory Lane, a medium volume road – Monkton road, and a high volume road – North Main Street/Route 22A. Three of the crossings are for both pedestrian and bicyclists and will be marked as crosswalks. The fourth crossing, on North Main Street south of the Denecker Chevrolet Dealer, is for southbound bicyclists only. This crossing could also be combined with a planned crosswalk near the car dealership, but it would necessitate the removal of head in parking spaces along North Main

Street lying south of the crossing location. If the crossing remains separated from the pedestrian crosswalk, it will be in a location that has good sight distance from both directions. It will also have adequate signage to alert both motorists and bicyclists to the crossing.

6. Design Exceptions - The preferred alignment requires several design exceptions for substandard curves. In particular, the alignment as it passes through the Pool Park and the school campuses requires tighter than standard curves to minimize impacts to adjacent wetlands and existing structures or parking areas. The curve the path takes as it leaves the Shaw's property and enters the Route 7 right-of-way may also be substandard for similar reasons.

### **C. Additional Recommendations**

The City may want to also explore the potential of upgrading the sidewalk on North Main Street between Monkton Road and the new sidewalks to be constructed as part of this project. Additionally, the City could explore options to connect the sidewalk on the west side of North Main Street, which abruptly ends just south of Potash Brook, with the new, sidewalks on the east side of North Main Street.

While not formally examined as an alternative, the possible reuse of the old Karhart underpass was considered during the development and analysis of the different alternate alignments. This underpass was abandoned when the new underpass for Route 22A was constructed. Research discovered that the old bridge deck was removed but the abutments were left in place. The void was filled, and the railroad tracks were placed on the fill material. Consequently, it is not a simple matter to re-excavate the opening and use it as a means of taking a bicycling and walking facility beneath the tracks. However, since the abutments are still in place and the nature of the fill material is known, creating a tunnel under this portion of the railroad would be a more feasible in this location than in any of the other locations considered as part of this analysis. *Consequently, it may be appropriate to revisit the option of adding a new bicycling and walking underpass between the old abutments instead of taking a sidewalk through the new underpass when this project moves towards implementation.*

### **III. CONCEPTUAL ALIGNMENT ANALYSIS DEVELOPMENT PROCESS**

To begin the analysis of the feasibility of a bicycle and pedestrian facility along the City's eastern side, the City, working with the Vermont Agency of Transportation (VTrans) and ACRPC, issued a request for proposals from consultants to assist with the work. After a review process, the City contracted with Wilbur Smith Associates to assist in preparing this Feasibility Study. The City also formed a Study Advisory Committee (SAC) to provide direction for the project. Wilbur Smith Associates (WSA) began their portion of the work by reviewing the Study Area and examining environmental conditions, building locations, road conditions, and other factors that could affect the routing and success of a bicycle/pedestrian facility through the Study Area. **Figures 4, 5, and 6** summarize the gathered information.

Using their analysis of the information from the field work, as well as comments from the SAC and the public generated at a public work session, WSA developed numerous alternative routes for the path, which are described in detail in **Section V** and **Appendix C** of this report. They did an initial analysis of the various alternatives, to provide a way of comparing the various routes against each other. The SAC provided input on, and refinement of, the various alternative routes, which were subsequently presented at a second public work session, in order to gather comments on the alternatives and to develop a preferred alignment for the facility.

Following the meeting, WSA and the SAC defined their recommendations for a preferred alignment, gathering additional details and checking impacts. Following a third public work session to review the preferred alignment, the SAC and WSA presented the preferred alignment to the Vergennes City Council and the Ferrisburgh Selectboard for their review, comments and ultimate endorsement. Both bodies accepted the report as complete. **Appendix D** contains copies of the minutes of the City Council meeting and a letter of acceptance from the Ferrisburgh Selectboard.

## **IV. EXISTING CONDITIONS**

### **A. Transportation Facilities and Travel Paths**

1. Monkton Road - Monkton Road is approximately 28 feet wide with no curbs. Sidewalks line the entire length of the south side in the City. The sidewalk ends at the Town Line. The Monkton Road right-of-way in the City appears to be approximately 65 feet wide, but only 49 ½ feet wide in the Town.

2. New Haven Road - New Haven Road is approximately 28 feet wide and striped to create two foot shoulders on each side. It is curbed southwest of the intersection with East Street. There is a sidewalk on the north side of the roadway.

3. Route 22A - Route 22A is approximately 34 feet wide, with two travel lanes and six foot paved shoulders on each side of the road. On the east side of the railroad underpass, the sides are lined with significant drainage ditches. The centerlines of the ditches are approximately 12 feet away from the edge of pavement. On the west and south side of the rail road underpass, portions of Route 22A/Main Street close to the intersection with the very short Depot Street are lined with curbs. The edge of pavement south of Depot Street comes within ten feet of the corner of the Vergennes Building Supply building, and a power pole in this location is within nine feet of the edge of pavement. The right-of-way for Route 22A varies.

There has been a concentration of vehicular crashes at the Route 22A intersection with Route 7, where 5 crashes were recorded during the last five years of available data (1-1-98 to 12-31-02). The number of crashes is not high enough, however, to make it a High Accident Location.

4. Route 7 - Route 7 is a major north south roadway with wide travel lanes and paved shoulders, typically eight-feet wide. The right-of-way associated with Route 7 is approximately 100-feet wide.

5. Meigs Road - Meigs Road is actually the former northern end of Main Street and the primary roadway access into Vergennes from the north prior to the construction of the Route 7 bypass and the Route 22A underpass. Meigs Road is currently an average of 28 feet wide with no curbs or sidewalks. It extends south from its beginning at Route 22A east of the underpass to the northern side of the railroad tracks.

6. Local Roads - Numerous local roads lie within the Study Area. They range in width from 18-feet wide or less, such as Mountain View or Armory Lane, to 28 feet wide with curbs and sidewalks, such as East Street. The right-of-way for these roads is typically 49 1/2-feet wide.

These local roads are paved, some with curbs and some without. Most have sidewalks at least on one side, if not on both sides of the roadway. They are primarily lined with residences.

7. Existing Easements - The City continues to own the right-of-way of the former Main Street between the existing Main Street and the former Main Street crossing of the railroad tracks. The right-of-way runs between Kennedy Brothers and the Vergennes Building Supply Company. The right-of-way no longer continues across the railroad itself; it was given up early in the 20<sup>th</sup> Century when the first underpass was developed.

## **B. Utilities**

1. Overhead Lines - Overhead utility poles line most of the roadways in the Study Area. The poles are typically four to five feet from the edge of the pavement on local streets and greater distances on State roads. **Figure 5** shows the location of utility lines.

2. Water - Water lines lie in the right of way of almost all of the roadways in the Study Area. The specific location of a water main should be verified if construction of a bicycle or pedestrian facility is planned over or near the line.

3. Sewer - The Study Area is serviced, for the most part, by public sewer service. **Figure 5** shows the approximate location of the sewer mains in the Study Area. The specific location of a sewer main should be verified if construction of a bicycle or pedestrian facility is planned over or near the approximate locations shown on **Figure 3**.

## **C. Natural Resources**

1. Waterbodies - There are no significant waterbodies within the Study Area.

2. Watercourses - The Mossy Brook and tributaries drain the southern portion of the Study Area. The Potash Brook drains the northern portion of the Study Area, passing under the railroad tracks just east of Kennedy Brothers and under Main Street a little ways south of Kennedy Brothers. **Figure 4** highlights the extent of Mossy Brook and Potash Brook.

3. Wetlands - The wetlands in the Study Area are mostly associated with the watercourses described above. As **Figure 4** shows, the most extensive wetlands are associated with Mossy Brook West of Route 7 on the south side of the Elementary School and south and west side of the High School. Given the connection to the watercourses, these wetlands are considered as Class 2 wetlands by the State of Vermont.

Another large wetland area appears to be located in the field east of the American Legion Fields, north of the Shopping center buildings and west of Route 7. There also appear to be

small wetland areas at the edges of the Route 7 right-of-way and in the fields to the west of Route 7 north of the railroad tracks.

4. Floodplains - Each of the named water courses in the Study Area has an associated 100-year floodplain, some of which are shown on the Federal Emergency Management Agency Flood Maps. **Figure 4** highlights the extent of the mapped 100-year floodplains in the Study Area. Given the small drainage areas associated with these water courses the elevation of the 100-year floodplain is not expected to be high.

5. Topography - West of the Study Area, a small hill containing the center of Vergennes rises approximately 50 feet higher than the surrounding land to the east. The Study Area itself is relatively level, with the exception of the lower areas associated with Mossy Brook and the unnamed tributary to Otter Creek flowing under Main Street north of Monkton Road.

6. Flora - The flora in the Study Area is a mix of natural and naturalized or planted vegetation, with the majority being introduced or planted because much of the Study Area has been developed. There are still some agricultural fields on the eastern edge of the Study Area. There are also natural areas of vegetation which are found along Mossy Brook or its tributaries. No protected or vanishing vegetative ecological systems are noted by the State or WSA in the Study Area.

7. Fauna - The Study Area contains the usual collection of suburban/rural Vermont fauna, including deer, smaller mammals, song birds, hawks, ducks, coyote, frogs, toads and snakes. The minimal extent of forests within the Study Area makes it unlikely that animal species that require large undisturbed tracts of forest land habitat are found within the Study Area.

8. Endangered Species - The State Non-Game and Heritage Program has no listings of endangered species within the Study Area.

#### **D. Cultural Resources**

1. Historic – According to the Archeological/Historic Resource Assessment (the Assessment), it is concluded that there are no historic structures in the Study Area. It does indicate that there are historic structures and the potential for subsurface historic archeological remains in areas adjacent to the Study Area that should be considered if the preferred alignment is altered. **Appendix B** contains a complete copy of the Assessment.

2. Archeological – The Assessment also concludes that there are no visible archeological sites in the project area. It also indicates however, that undisturbed parts of the Study Area are highly sensitive for prehistoric remains. **Appendix B** contains a complete copy of the Assessment

3. Cultural Landscapes - No important cultural landscapes, other than the Historic District, exist in the Study Area.



4. Public and Private Recreation Areas - There are several recreation areas within the Study Area of this project, including:

- The Vergennes High School/Middle School Sports Fields (Public),
- The Vergennes High School/Middle School Non-Sports Related Grounds (Public),
- The Vergennes Grade School Sports Field (Public),
- The Vergennes Grade School Non-Sports Related Grounds (Public),
- The Eagles Outdoor Picnic Area (Private),
- The VFW Outdoor Recreation Fields (Private), and
- The Armory Grounds (Public – Restricted).

**Figure 5** shows the location of the known public or private recreation areas. None of these areas appear to be Section 6(f) properties (those acquired or developed with Land and Water Conservation funds).

5. Agricultural Lands - The open lands still in the City or in the adjacent areas in Ferrisburgh contain either Vergennes Clay or Covington and Panton Silty Clays, both of which are considered of Statewide importance for agriculture. Only the parcel west of Route 7 and south of Monkton Road in the Town of Ferrisburgh is still in actual agricultural use, however.

#### **E. Hazardous Waste**

According to the September 2004 edition of the Vermont Active Hazardous Sites list, there are five hazardous waste sites in or near the Study Area, as listed below.

- Denecker Chevrolet – leaking underground storage tank,
- Vergennes Union High School – leaking underground storage tank,
- Vergennes Union Elementary School – leaking underground storage tank,
- Getty Station/IGA Shopping Center – on going monitoring, and
- CJ's Citgo – leaking underground storage tank.

Because they are underground storage tank problems, the potential contaminations appear to be at least four feet below grade. Such an elevation should not present a problem to the development of this path. Even so, the specific location of the sites should be identified more closely on properties crossed by the preferred alignment.

## **F. Local Plans**

1. Municipal Development Plan - The City of Vergennes contains several implementation strategies in the transportation and recreation sections that are relevant to the implementation of this project. In particular, the City's Municipal Development Plan includes as implementation strategy #4 in the transportation section:

- Continue to support pedestrian- and bicycle-friendly development.

The recreation section of the Plan includes the following:

An essential part of successful recreational programs is easy and safe access. In our small community of Vergennes, this should be accomplished by ensuring safe pedestrian and bicycle travel throughout the City, including:

1. Improve crosswalk awareness and safety at streets near parks and schools. Investigate using "raised crosswalks" to increase motorist awareness and decrease traffic speed at these areas.
2. Complete the bicycle / walking path from MacDonough Drive to the soon to be constructed Park & Ride facility.

It also recommends that the City:

- Complete the grant-funded study, followed by implementation, of a bicycle path from the Park & Ride along Route 7 to New Haven Road. (and)
- Complete bicycle path around the City.

2. Vergennes Rail Trail – The Vergennes Rail Trail will link two public roadways via a 5,200 foot long scenic natural pathway along Potash Brook. Close to the eastern end of the trail, the Vermont Agency of Transportation plans to establish a visitor center in the historic Vergennes Railroad Station, along with a planned Park and Ride Facility on Vermont 22A in Ferrisburgh. At the western end at MacDonough Drive, the City leases land that supports both recreational fishing and boaters who come to use Otter Creek and its basin area. The trail will be situated alongside or, or on top of the rail bed of an abandoned spur line of the Rutland and Burlington Railroad.

## **G. Regional Plans**

The Addison County Regional Planning Commission has prepared the *Addison County Regional Bicycle & Pedestrian Report* which outlines issues and recommended solutions for

## **V. PROPOSED ALTERNATIVES**

There are four main alternate alignments for the path, presented as Alternatives 1-4. There are also eight links. The links are small sections, usually in an east-west direction, that could be used to link different sections of the four primary alternatives. The links allow the creation of numerous unique alignments that combines sections of the different alternatives. They could also be used as spurs from the main alignment to provide links to special destinations.

**Figure 7** provides an overview of the different alternatives and links that this analysis considered. **Table 2** provides a comparison of different factors for each alternative or link. **Appendix C** provides greater descriptions of each alternative.

bicycle and pedestrian travel in each of the communities in Addison County. For Vergennes, the Report includes on it Potential Projects list for Vergennes:

- Connect park/ride facility on 22A with pathways to downtown Vergennes.

#### **H. State Plans**

The 1998 VTTrans Bicycle and Pedestrian Plan includes several objectives and directives that directly support the completion of this path, including:

- The State should work with regional planning entities to develop a coordinated, statewide system for bicycle and pedestrian travel.
- Reinforce bicycle and pedestrian needs in downtown and village centers.
- Multi-use paths should link community facilities and natural features, offer recreation and improve mobility and access for bicyclists and pedestrians.

Table 2. Alternative Comparison Matrix

	Blue	Pink	Maroon	Green	Orange	NA
	#1	#2	#3	#4	Sidewalk	No Action
	Route 7	City/Town Line	East School	West School	Route 22A East Side	(NO ACTION)
Project Description						
Approximate length	8200 ft	8800 ft	7800 ft	7300 ft	2125 ft.	NA
Acreage of Disturbance	8.76	4	3.58	2.47	0.98	NA
Length in roadway ROW	100%	10%	10%	50%	100%	NA
Acreage of permanent private property easements	0				0	NA
Type of Road Crossings	Signalized and unsignalized crosswalk	Unsignalized crosswalks	Unsignalized crosswalk	Unsignalized crosswalk	Unsignalized with crosswalk	Unsignalized without crosswalk
Significant Physical Constraints	Sides slopes of Route 7; Hills at Route 22A intersection	wetlands; Road right-of-way widths; Railroad crossing	Mossy Brook Wetland; Potash Brook valley; railroad fill	Widening Route 22A fill near Potash Brook	Minimal clearances along Route 22A and tight space in the underpass	Lack of bicylists and pedestrian north south links on the east side of the City
Environmental/Cultural Constraints						
Flood Plain	No impact	No impact	No impact	No impact	No impact	No impact
Forest Impact	No impact	No impact	Some removal of trees in the valley	No impact	No impact	No impact
Rare, threatened or endangered species	No impact	No impact	No impact	No impact	No impact	No impact
Wetland Disturbance	Passes near wetlands with some filling of buffer areas	Crosses wetland near Mossy Brook with filling required	Crosses or passes near wetlands with some potential for filling in both the wetland and the setback areas	Passes across wetland by existing culvert and through wetland setback areas	No impact	No impact
Watercourse	Crosses Mossy Brook via an existing culvert	New permanent crossing of Mossy Brook	One crossing and one parallel alignment	No impact	No impact	No impact
Section 6F Properties	No impact	No impact	No impact	No impact	No impact	No impact
Archaeological Resources	No Impact				No impact	No impact
Historic Resources	No impact	No impact	No impact	-	No impact	No impact
Hazardous Material	Possible contact	-	-		No impact	No impact
Topographic Changes in Path Steepness	A slight rise at the northern end of the alignment	Moderate changes as the path crosses Mossy Brook	Moderate changes associated with the Mossy Brook crossing and the Potash Brook valley alignments	Minor changes across Mossy and Potash Brooks	Minimal changes	Minimal changes
Project Attributes						
Meets Purpose and Need Statement	Partial	Yes	Yes	Yes	YES	No
Provides direct links with future paths/sidewalks	No	Yes	Yes	Yes	Yes	No
Number of unsignalized Driveways Crossed	1	2	1	5 + parking	7	NA
Number of unsignalized Roadway Crossings	1	2	2	2	1	NA
Signalized Driveway or Roadway Crossings	1	0	0	0	0	NA
Age groups/users served	All but serious cyclists	All	All	All	All	None
Likely future levels of use	Moderate, due to location	High	High	High	Moderate	Low
Interaction with Rd Vehicular Traffic	Direct interaction with vehicles at roadway crossings, but high visual and audio proximity to Route 7 vehicles along most of the alignment	Some interaction with vehicles at Monkton Road and at north end near Route 7 and 22A	Some interaction with vehicles at Monkton Road and Route 22A	Interaction on bicycle lanes on East St., Armory Rd., and Meigs Rd. and in with turning vehicles on Route 22A and in Kennedy Brs. parking lot	High visual and audio proximity to Route 22A vehicles	Significant negative interaction
Acquisition Issues	None	Use of private parcels and & rr crossing must be secured; use of access on New Haven Road must be verified	Use of Armory property and several easements on private property and permission to dig under the rr must be secured	Use of School properties and one private parcel and permission for rr crossing must be obtained.	use of rr underpass	None
Utilities	Minimal impacts	Minimal impacts	Minimal impacts	Utility poles along Route 22A must be relocated		No impact
Integrates with Regional Bike/Ped plan	Yes	Yes	Yes	Yes	NA	No
Permits						
Water Quality Certification	Possible	Yes	Yes	Possibly	No	No
Storm Water Runoff Permit	Possible	Possible	Possible	Possibly	No	No
Act 250 Permit Modification Required	No	Possible	Possible	Possible	Potentially	No
Qualifies for Categorical exclusion	Yes	Yes	Yes	Yes	Yes	No
ADA Compliant	Yes	Yes	Yes	Yes	Yes	No
Site Plan/Zoning Permit	No	Yes	Yes	Yes	No	No
Construction						
Ease of Implementation	Moderate	Moderate to Difficult	Difficult due to underpass	Moderate	Moderate	NA
Right-of-way Ownership	State	City and Town	City	State	City and State	NA
# of Construction Easements	0	8	5 + rr	1	3	NA
# Of Permanent Easements	0	7	5	1		NA
Type of RR Crossings	Signalized with Roadway	Independent crossing	Underpass	Independent crossing	Underpass	Unsignalized without crosswalk
Notes	Efficient Route with minimal conflicts; Simple railroad crossing; Minimal scenic values; Minimal linkages to intermediate destinations; signalized crosswalk at Monkton Road could create significant delays on Route 7 and Monkton Road; Ferrisburgh fears backups could extend over railroad crossing.	Efficient route, but requires significant amount of private land; railroad crossing is unlikely; links with intermediate destinations	Efficient route; railroad crossing is unlikely; links with intermediate destinations	Independent crossing	Underpass	Unsignalized without crosswalk

	Red Dashed Link 1	Green Dashed Link 2	Aqua Dashed Link 3	Light Blue Dashed Link 4	Tan Link 5	Purple Link 6	Yellow Dashed Link 7	Pink Dashed Link 8
	South High School	Grade School	City Line	Monkton Road	Shaws Shopping Center	Farm Crossing	Route 22A	Railroad West
Project Description								
Approximate length	1250 ft	1350 ft	850 ft	1300 ft	1075 ft.	800 ft.	2125 ft	1700 ft
Acreage of Disturbance	0.6	0.6	0.4	0.6	0.5	0.35	1.00	0.8
Length in roadway ROW	0%	0%	0%	100%	0%	40%	100%	0%
Acreage of permanent private property easements	0	0	0.4	0	0.5	0.25	0	
Type of Road Crossings	NA	NA	N/A	NA	N/A	0	Unsignalized crosswalk	NA
Type of RR Crossings	NA	NA	N/A	NA	N/A	0	Underpass	Independent crossing
Significant Physical Constraints	Minimal	Fitting path around athletic fields	None	Street trees	Possible wet meadow areas	Work between existing buildings.	Minimal clearances along Route 22A and tight space in the underpass	Railroad
Environmental/Cultural Constraints								
Flood Plain	No impact		No impact	No impact	No impact	No impact	No impact	No impact
Forest Impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Rare, threatened or endangered species	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Wetland Disturbance	Potentially within 50' setback	Crosses a wetland via an existing ___ ft wide culvert	No impact	No impact	Unknown	No impact	No impact	
Watercourse	No impact	One crossing	No impact	No impact	No impact	No impact	No impact	No impact
Section 6F Properties	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Archaeological Resources	No impact	No impact	No impact		No impact		No impact	
Historic Resources	No impact	No impact	No impact		No impact		No impact	No impact
Hazardous Material	-	No impact	No impact	-	-	No impact	-	No impact
Topographic Changes in Path Steepness	None	Minimal changes	Minimal changes	Minimal changes	Minimal changes	Minimal changes	Minimal changes	Moderate Changes close to Route 22A
Project Attributes								
Meets Purpose and Need Statement	NA	NA	N/A	NA	N/A	N/A	NA	NA
Provides direct links with future paths/sidewalks	Yes	Yes	N/A	Yes	N/A	N/A	NA	NA
Number of unsignalized Driveways Crossed	0	0	0	7	0	1	7	0
Number of unsignalized Roadway Crossings	0	0	0	0	0	0	0	0
Signalized Driveway or Roadway Crossings	0	0	0	0	0	0	0	0
Age groups/users served	All	All	All	All	All but serious cyclists	All but serious cyclists	All	All
Likely future levels of use	High	High	High	High	Moderate	High	Moderate	Moderate
Interaction with Rd Vehicular Traffic	None	None	None	High visual and audio proximity to Monkton Road vehicles	None	High visual and audio proximity to Main Street	Several conflicts at driveway crossings and high visual and audio proximity to Route 22A	High at Route 22A crossing
Acquisition Issues	Use of School property must be obtained	Use of School property must be obtained	Use of private property must be obtained.	width of town right-of-way	Use of private property must be obtained.	Use of private property must be maintained.	use of railroad underpass	use of private property and permission to cross the railroad must be obtained
Utilities	Minimal impacts	Minimal impacts	Minimal impacts	Overhead utility lines will need to be moved.	Minimal impacts		Overhead utility lines will need to be moved.	Minimal impacts
Integrates with Regional Bike/Ped plan	Yes	Yes	N/A	Yes	N/A	N/A	NA	NA
Permits								
Water Quality Certification	No	Yes	No	No	Possible	No	No	No
Storm Water Runoff Permit	No	No	No	No	Possible	No	No	No
Act 250 Permit Modification Required	Potentially	Potentially	No	No	Yes	No	Potentially	Potentially
Qualifies for Categorical exclusion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Site Plan/Zoning Permit	Yes	Yes	Yes	No	Yes	Yes	No	Yes
Construction								
Ease of Implementation	Easy	Easy	Easy	Moderate	Easy	Moderate	Moderate	Easy
Right-of-way Ownership	City	City	City	City and Town	City & Town	City & State	Town	City
# of Construction Easements	0	0	Up to 5	3 (in Town)	1	2	3	3
# Of Permanent Easements	0	0	Up to 5	3 (in Town)	1	1	0	3

## **VI. ANALYSIS**

### **A. Factors Influencing the Selection of the Preferred Alignment**

The desire to link as many municipal facilities as possible led to the selection of the preferred alignment from East Street to the curve in Armory Road. The preferred alignment provides the largest number of linkages to other facilities while minimizing impacts to either natural resources or school facilities.

From the curve in Armory Road north, the limited viable methods of crossing the railroad tracks formed the basis of the selection. Using the Route 7 crossing of the railroad or the Kayhart underpass are the only acceptable crossing locations to the Vermont Railway and the most preferred locations by VTrans. The Vermont Railway requested that other crossing locations be underpasses, which would make them extremely expensive. A shared use path under the Kayhart underpass would be very close to the roadway with little room for a railing or other barrier separating the path from the roadway.

This leaves the Route 7 crossing. Once the path is in the Route 7 right-of-way, it is most practical to keep it in the right-of-way north of the railroad to the intersection with Route 22A.

### **B. Potential Impacts of the Preferred Alternative**

1. Property Acquisition - No entire properties will need to be acquired to implement this alignment.

2. Rights-of-Way - The development of this path will need three and possibly four different right-of-way easements over private property from its southern end to the northern terminus at the park and ride lot. This includes both the east and west portions of the upper loop:

- The North Armory Road parcel;
- The American Legion; and
- The Pomerleau property with Shaw's supermarket.

The possible fourth easement is from the Vergennes Building Supply parcel if the sidewalk passes to the east of the GMP pole, which will take it outside of the North Main Street right-of-way.

The proposed alignments on each of these properties place the path close to a property line, within setback areas for structures. The goal was to remove as little usable land from the parcel as possible. In each case, the proposed alignments across the private properties should also not have an impact on the adjacent properties on the other side of the property line.

3. Utilities - Other than the addition of a 'sidewalk pole' to the existing guy wires for several poles and the relocation of a utility pole near the City pool, there should be no impacts to existing utilities due to the construction of the preferred alignment of the proposed path.

4. Natural Resources - There should be minimal impacts to natural resources associated with the development of the proposed path. In those areas where wetlands or streams are to be crossed, the proposed alignment uses existing crossings that are already accommodating pedestrians and bicyclists. Only minimal widening of the paths will be necessary to accommodate a shared use path. In those cases where the proposed alignment passes next to wetlands or streams or their setback areas, the path typically has a significant vertical separation from the resource. The elevation difference limits the actual impact that the path will have on these resources, especially considering the minimal disturbance the construction and use of the path will have to the surrounding areas.

#### 5. Cultural Resources

*Historical* – No impacts to historical resources are anticipated due to the development of the preferred alignment.

*Archeological* – The potential exists for impacts to archeological resources if construction occurs in previously undisturbed areas, including agricultural fields. Additional archeological testing is recommended for sensitive areas within the proposed alignment as the exact location and proposed construction methods, including temporary roads, storage and staging areas and other temporary disturbances, are more precisely defined. An alternate would be to avoid the potential impacts with the use of geotextiles to protect subsurface deposits during and after construction.

6. Hazardous Waste - No impacts associated with hazardous wastes are anticipated with the development of this facility.

7. Local Plans - The proposed path and sidewalk are supported by, and in compliance with, the City's Municipal Development Plan.

8. Regional Plans - The proposed alignment fulfills the single recommendation for Vergennes included in the *Addison County Regional Bicycle & Pedestrian Report*.

9. State Plans - The State Bicycle and Pedestrian Plan supports the proposed alignment.



## **VII. PHASING**

Given the length of the preferred alignment and the inclusion of two alignments in the northern portions of the City, pursuing the implementation of the preferred alignment in phases may be beneficial to the City. **Figure 8** provides a recommendation of how the preferred alignment can be divided into four logical phases. Each phase has its own origins and destinations and can stand on its own as a logical location for a path, even if the other sections were not completed:

Phase A - East Street – Armory Road

Phase B – North Main Street/Route 22A sidewalk

Phase C – North Main Street – Shaw’s Shopping Center

Phase D – Route 7 – Route 22A

The order of the phases is not an indication of a preferred order of development, other than the acknowledgement that Phase D will most likely be the last phase developed.

## **VIII. PRELIMINARY ESTIMATES OF PROBABLE CONSTRUCTION COSTS**

The initial estimate of probable construction costs, based only on the schematic plans presented in this Report, indicate that it may cost approximately \$695,000 to design and construct the preferred alignment of the shared use path solely within the City Limits (Phase A and C), excluding right-of-way acquisition costs and an additional \$278,000 to construct a short section of shared use path and sidewalk extension along North Main Street/Route 22A (Phase B). The initial estimate of probable construction costs for Phase D, which connects the Shaws Center to the Park & Ride via Route 7 and Route 22A, is approximately \$1,135,000. **Tables 3, 4, 5, and 6** provide additional information on the initial estimates of probable construction cost.

**Table 3. Vergennes Bicycle and Pedestrian Facility  
Estimate of Probable Construction Costs**

**Phase A**  
East Street-Armory Road

Item				
Base Path	3,150	LF	\$118	\$371,700
Sidewalk	825	LF	\$61	\$50,325
Railroad Crossing	0	Each	\$20,000	\$0
Blasting	0	CY	\$15	\$0
Wetland Mitigation	1	Each	\$1,500	\$1,500
Paved Shoulders	825	LF	\$25	\$20,625
Fencing	50	LF	\$15	\$750
Signs	0.5	LS	\$7,500	\$3,750
Miscellaneous Grading & Topsoil	0.5	LS	\$20,000	\$10,000
Utility Pole Work	0	LS	\$6,000	\$0
Landscaping	0.5	LS	\$15,000	\$7,500
Retaining Wall	15	CY	\$155	\$2,325

<b>Subtotal</b>	<b>\$468,475</b>
<b>Engineering (12%)</b>	<b>\$56,217</b>
<b>Contingency (25%)</b>	<b>\$117,119</b>
<b>MPM (10% of Engineering)</b>	<b>\$5,622</b>
<b>Construction Services (10% of Subtotal)</b>	<b>\$46,848</b>
<b>Total</b>	<b>\$694,280</b>

**Table 4. Vergennes Bicycle and Pedestrian Facility  
Estimate of Probable Construction Costs**

**Phase B**

North Main Street - Route 22A Sidewalk

<b>Item</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Cost</b>
Sidewalk	1,775	LF	\$61	\$108,275
Shared Use Path	350	LF	\$118	\$41,300
Sidewalk Removal	25	CY	\$40	\$1,000
Bicycle Lanes	0.3	Mile	\$4,000	\$1,200
Road Widening	60.0	FT	\$30	\$1,800
Signs	1	LS	\$2,000	\$2,000
Miscellaneous Grading & Topsoil	1	LS	\$5,000	\$5,000
Landscaping	1	LS	\$5,000	\$5,000
Retaining Wall	105	CY	\$155	\$16,275
Barrier	50	LF	\$35	\$1,750

<b>Subtotal</b>	<b>\$183,600</b>
<b>Engineering (15%)</b>	<b>\$27,540</b>
<b>Contingency (25%)</b>	<b>\$45,900</b>
<b>MPM (10% of Engineering)</b>	<b>\$2,754</b>
<b>Construction Services (10% of Subtotal)</b>	<b>\$18,360</b>
<b>Total</b>	<b>\$278,154</b>

**Table 5. Vergennes Bicycle and Pedestrian Facility  
Estimate of Probable Construction Costs**

**Phase C**

North Main Street - Shaw's Shopping Center

Item	Amount	Unit	Unit Cost	Cost
Base Path*	1,050	LF	\$125	\$131,250
Sidewalk	0	LF	\$61	\$0
Railroad Crossing	0	Each	\$20,000	\$0
Blasting	0	CY	\$15	\$0
Wetland Mitigation	1	Each	\$1,500	\$1,500
Paved Shoulders	0	LF	\$25	\$0
Fencing	0	LF	\$15	\$0
Signs	0.5	LS	\$7,500	\$3,750
Miscellaneous Grading & Topsoil	0.5	LS	\$20,000	\$10,000
Utility Pole Work	0	LS	\$6,000	\$0
Landscaping	0.5	LS	\$15,000	\$7,500
Retaining Wall	0	CY	\$155	\$0

\* Higher Unit Cost Due to Short Length

<b>Subtotal</b>	<b>\$154,000</b>
<b>Engineering (10%)</b>	<b>\$15,400</b>
<b>Contingency (25%)</b>	<b>\$38,500</b>
<b>MPM (10% of Engineering)</b>	<b>\$1,540</b>
<b>Construction Services (10% of Subtotal)</b>	<b>\$15,400</b>
<b>Total</b>	<b>\$224,840</b>

**Table 6. Vergennes Bicycle and Pedestrian Facility  
Estimate of Probable Construction Costs**

**Phase D**

Route 7 - Route 22A

Item	Amount	Unit	Unit Cost	Cost
Base Path	4,800	LF	\$118	\$566,400
Sidewalk	0	LF	\$61	\$0
Railroad Crossing	1	Each	\$100,000	\$100,000
Blasting	3,000	CY	\$15	\$45,000
Wetland Mitigation	1	Each	\$1,500	\$1,500
Paved Shoulders	0	LF	\$25	\$0
Fencing	800	LF	\$15	\$12,000
Signs	1.0	LS	\$7,500	\$7,500
Miscellaneous Grading & Topsoil	1.0	LS	\$20,000	\$20,000
Utility Pole Work	1	LS	\$6,000	\$6,000
Landscaping	0.5	LS	\$15,000	\$7,500
Retaining Wall	0	CY	\$155	\$0

<b>Subtotal</b>	<b>\$765,900</b>
<b>Engineering (12%)</b>	<b>\$91,908</b>
<b>Contingency (25%)</b>	<b>\$191,475</b>
<b>MPM (10% of Engineering)</b>	<b>\$9,191</b>
<b>Construction Services (10% of Subtotal)</b>	<b>\$76,590</b>
<b>Total</b>	<b>\$1,135,064</b>

## IX. SCHEDULE

Table 7. Projected Tasks

	Task	Prerequisite	Time to Complete
1	Preliminary Design and Scoping – Phase A	Funding	1 Year
2	Final Design and Construction Drawings – Phase A	Preliminary Design and Scoping & Funding	1 Year
3	Acquire Right of Way – Phase A	Final Design and Construction Drawings & Funding	6 Months
4	Construction – Phase A	Construction Drawings, Right-of-Way, & Funding	6 Months
5	Preliminary Design and Scoping – Phase B	Funding	6 Months
6	Final Design and Construction Drawings – Phase B	Preliminary Design and Construction Drawings & Funding	9 Months
7	Construction – Phase B	Construction Drawings, Right-of-Way, & Funding	3 Months
8	Preliminary Design and Scoping – Phase C	Funding	9 Months
9	Final Design and Construction Drawings – Phase C	Preliminary Design and Construction Drawings & Funding	6 Months
10	Acquire Right of Way – Phase C	Final Design and Construction Drawings & Funding	6 Months
11	Construction – Phase C	Construction Drawings, Right-of-Way, & Funding	3 Months
12	Preliminary Design and Scoping – Phase D	Funding	1.5 Years
13	Final Design and Construction Drawings – Phase D	Preliminary Design and Construction Drawings & Funding	1 Year
14	Acquire Right of Way – Phase D	Final Design and Construction Drawings & Funding	1 Year
15	Construction – Phase D	Construction Drawings, Right-of-Way, & Funding	8 Months

Several years will be needed to bring this path to construction. **Table 7** provides a guide to the work actions needed to bring the various phases of this project to completion. Each of the phases can be considered independent of the others. They could be pursued concurrently.



## **APPENDIX A**

### **Correspondence**



## State of Vermont

## AGENCY OF NATURAL RESOURCES

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Department of Fish and Wildlife  
Department of Forests, Parks and Recreation  
Department of Environmental Conservation

November 29, 2004

Jim Donovan  
Wilbur-Smith Associates  
Shelburne Commons  
4076 Shelburne Road, Suite 7  
Shelburne, VT 05482

### Re: Vergennes-Ferrisburg Bicycle and Pedestrian Path Study

Dear Mr. Donovan,

Bill Crenshaw in our Essex office has forwarded your request for information on this development proposal to me for comments.

According to our data bases there are no threatened, endangered, or rare wildlife species within the proposed study area. However, Class 3 wetlands are found in the area which may provide important habitat functions for some wildlife species. I urge you to contact the Vermont Department of Environmental Conservation Wetlands Program before beginning any construction activities to determine if a permit is required.

If you have any questions regarding this issue, please contact me. Thank you for your interest in this matter.

Sincerely,

A handwritten signature in black ink that reads "John Gobeille".

John Gobeille  
Wildlife Biologist  
Vermont Fish and Wildlife Dept.  
111 West Street  
Essex Jct., VT 05452



# State of Vermont

## AGENCY OF NATURAL RESOURCES

Department of Fish and Wildlife  
Department of Forests, Parks and Recreation  
Department of Environmental Conservation



DEPARTMENT OF FISH AND WILDLIFE  
103 South Main Street, 10 South  
Waterbury, Vermont 05671-0501

Tel.: (802) 241-3700

TDD: 1-800-253-0191

Nongame & Natural Heritage Program

16 November 2004

Jim Donovan  
Wilbur Smith Associates  
Shelburne Commons  
4076 Shelburne Road, Suite 7  
Shelburne, VT 05482

Re: Vergennes/Ferrisburgh Bicycle and Pedestrian Path Study

Dear Jim:

I am responding to your request for information on rare, threatened and endangered species in the Vergennes/Ferrisburgh study area. A search of our database revealed the presence of two rare mussel species in the Otter Creek that require special attention in project planning: the State-threatened *Pyganodon grandis* (Giant floater) and the rare *Lasmigona compressa* (Creek heelsplitter). Good water quality is essential to the persistence of these species. Work along the Otter Creek or any of its tributaries should be scrutinized for potential impacts to these species. In general, we recommend the retention or restoration of 200-foot naturally-vegetated unmaintained buffers along streams containing rare mussel species, as well as along tributaries up to 2 miles upstream of the known habitat. Where stream crossings are necessary we recommend no instream work and adherence to strict erosion control practices that would allow zero siltation. We also recommend the use of bridges that span at least the tops of the banks, preferably longer to allow vegetation at the top of the bank, as opposed to culverts or instream abutments. If new stream crossings or other work within 200 feet of the Otter Creek or its tributaries will be required, please contact our Zoologist Mark Ferguson (241-3667) for further review. I do not anticipate the need to review all proposed alternatives unless they are located within 200 feet of a stream. If alternatives are developed that extend outside of the study area as indicated on your map, please contact me again to review the new areas.

Thank you for consulting with the Vermont Nongame and Natural Heritage Program. Feel free to call me if you have any questions.

Sincerely,

Jodi Shippee  
Database Assistant  
Tel: 802-241-4230  
Email: jodi.shippee@anr.state.vt.us

cc: Everett Marshall, Biologist/Data Manager; Mark Ferguson, Zoologist

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**APPENDIX B**

**Cultural Resource Assessment**

**ARA LETTER**  
**ARCHAEOLOGICAL/HISTORIC RESOURCE ASSESSMENT**  
**(BACKGROUND SEARCH AND FIELD INSPECTION)**  
**VERGENNES BICYCLE PEDESTRIAN PATH FEASIBILITY STUDY**  
**CITY OF VERGENNES, ADDISON COUNTY, VERMONT**

**prepared for**

**Wilbur Smith Associates  
4076 Shelburne Road  
Shelburne, Vermont 05482**

**June 2005**

***WAC***

**WERNER ARCHAEOLOGICAL CONSULTING, LLC  
P.O. Box 14136  
Albany, New York 12212-4136  
(518) 869-1313**

**CONFIDENTIAL**

**ARA LETTER**

**ARCHAEOLOGICAL/HISTORIC RESOURCE ASSESSMENT  
(BACKGROUND SEARCH AND FIELD INSPECTION)**

**prepared for**

**Wilbur Smith Associates  
4076 Shelburne Road  
Shelburne, Vermont 05482**

**Date:** June 6, 2005

**Project:** Vergennes Bicycle Pedestrian Feasibility Study  
Preferred Alternative

**Location:** City of Vergennes and Town of Ferrisburg  
Addison County, Vermont

**Vermont State Agency:** Agency of Transportation

**Project Director and Chief Archaeologist:** S.U. Werner, Certified Archaeologist

**Project Principal Investigator:** M.R. Werner, Ph.D.

This report for the above-referenced project describes the results of the Archaeological/Historic Resource Assessment, which is intended to identify and evaluate historic sites (prehistoric and historic archaeological sites and historic structures and districts) by following the regulations, standards and procedures in Section 106 of the National Historic Preservation Act and Vermont's Historic Preservation Act. The methodology employed is background research and a site inspection and follows the guidelines announced in 2002 by the Vermont State Historic Preservation Office for such studies (Vermont Division for Historic Preservation 2002: 3.1, 3.2)

The content of the scope of work and tasks in this report adhere to the Vermont State Historic Preservation Office's *Guidelines for Conducting Archeology in Vermont, Working Draft* (July 2002), Sections 3.0 through 3.2. Werner Archaeological Consulting is qualified with the Vermont Agency of Transportation and the Division for Historic Preservation for archaeological investigations and documentation, historic research and architectural history (resource identification, reconnaissance survey level of investigation) according to the *Secretary of the Interior's Professional Qualification Standards*.

For orientation and location included here are a section from the relevant USGS topographic map showing project location (fig. 1), a schematic map of the proposed alternatives (fig. 2) and a map of State and National Register historic districts (fig. 3) in the study area. *Appendix A, Draft Environmental Predictive Model for Locating Prehistoric Archaeological Sites* summarizes cultural resource data for the project. Modern place names follow those printed in the *Vermont road atlas* (JIMAPCO 2001: map 59C).

## ARCHAEOLOGICAL/HISTORIC RESOURCE ASSESSMENT AND RECOMMENDATIONS

### A. BACKGROUND RESEARCH

**1. Definition and Location of the Project Area:** The project area consists of a north-south corridor approximately 2.149 km x 0.0739 km (1.335 mi x 0.459 mi) on the east side of the City of Vergennes in Addison County (figs. 1-2). The US Route 7 segment is in the Town of Ferrisburg. The northern half of the preferred alignment is divided into an east and a west segment, which both begin at the intersection of US Route 7 with VT Route 22A. The east segment proceeds south along the west side of US Route 7 for an approximate distance of 1.246 km (4090 ft) and then proceeds westerly through fields and some improved areas for an approximate distance of 467 m (1535 ft). Then it joins with the western segment and proceeds south to Monkton Road, using part of Armory Lane. The single pathway proceeds south from Monkton Road through the Vergennes Union Middle and High School grounds, on the western edge of playing fields and overland to a terminal point on East Street. The western segment runs along VT 22A and Main Street until it turns east to join the eastern segment as described above. Following the *Vermont Pedestrian and Bicycle Facility Planning & Design Manual* the configuration of the path where possible would be a ten-foot wide asphalt shared use path with two-foot gravel or grass shoulders on each side.

**2. Resource Identification. Archaeological Sites, Historic Sites and Structures, File Review, Division for Historic Preservation (DHP):** The Vermont DHP files in Montpelier were consulted by the principal investigator on January 10, 2005.

a. Prehistoric Site Files - Archaeological Sites and Surveys (DHP map 34-B, USGS 7.5 x 15 minute topographic map, Westport Quadrangle, 1980; DHP map 35-A, USGS 7.5 minute topographic map, Monkton Quadrangle, 1963: No archaeological sites or surveys are recorded in the project areas. Three archaeological sites are recorded within a one mile radius of the project areas.

VT-AD-146: This is the historic nineteenth century Monkton Iron Works with remains located on Mechanic Street; located to the west of the study area. (see also, M.W. Power 1977: 3-10)

VT-AD-147: This is the historic Creamery Site, with nineteenth and early twentieth century building remains located on Canal Street; located to the west of the study area. (see also, M.W. Power 1977: 10-16)

VT-AD-642: This is a prehistoric site without chronological or cultural attribution; its identification was based on the surface recovery of lithic artifacts



Vergennes Bicycle Pedestrian Feasibility Study, Archaeological/Historic Resource Assessment

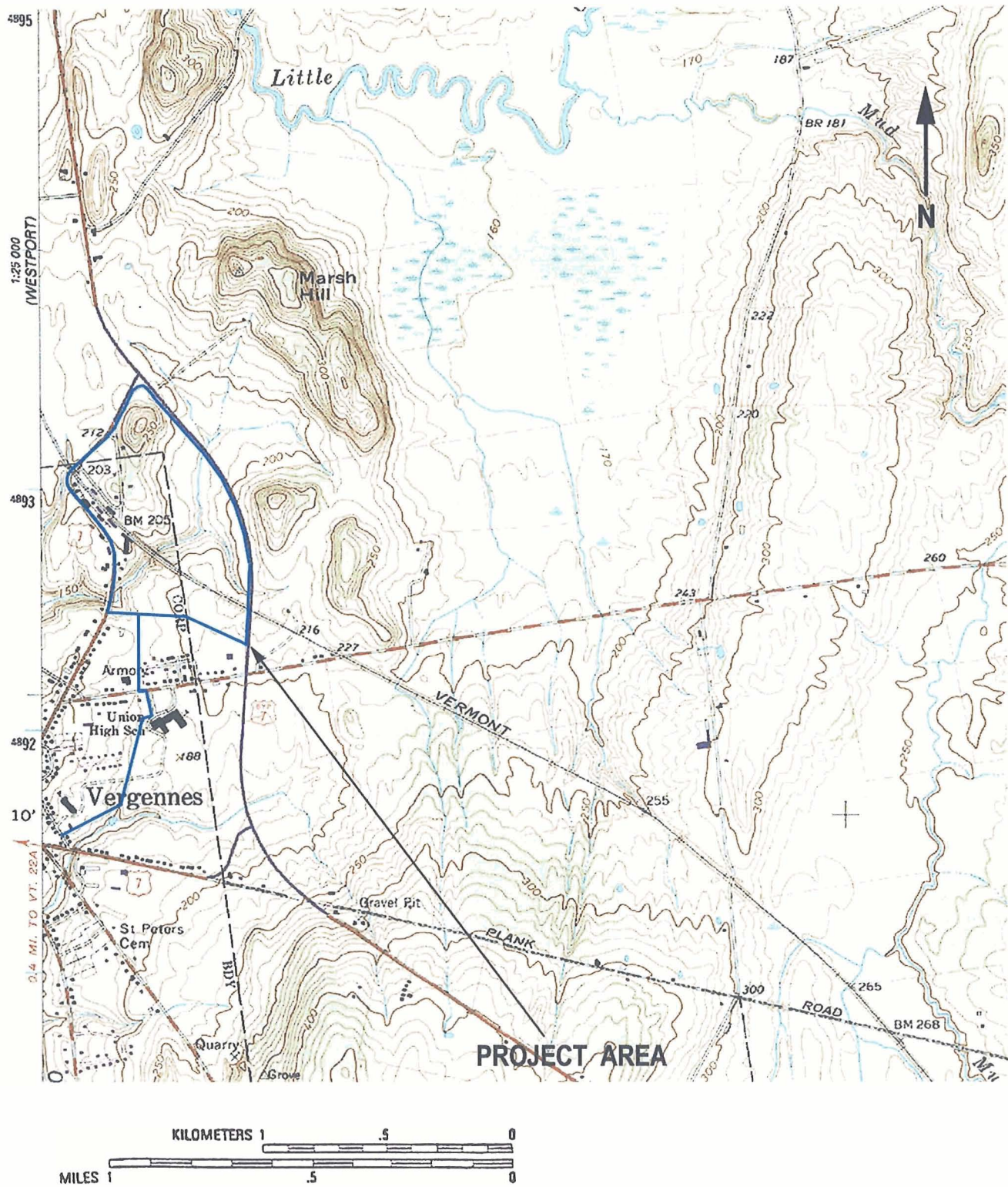


Figure 1. Project Orientation Map. Section from USGS 7.5 minute map, Monkton Boro Quadrangle, 1983.





Figure 2. Vergennes Bicycle Pedestrian Path, Preferred Alternative (Wilbur Smith Associates 2005).

by an avocational archaeologist; located on the Otter Creek to the west of the study area.

Two archaeological surveys have been completed within a one mile radius of the study area:

**Ferrisburg Park-and-Ride Survey:** This was the equivalent of a Phase I survey. Although the prehistoric sensitivity was rated high, the results of subsurface testing were negative. (S.U. and M.R. Werner 2000, 2001: 12)

**Vergennes Wastewater Treatment Facility Survey:** No sites were identified for the present study area in this early survey (M.W. Power 1977).

b. Town Files - Archaeology: The Vergennes town file does not record any archaeological sites within the study area.

c. Town Files - Historic Sites and Structures: The Vergennes town file does not record any historic sites, structures or districts in the study area.

d. Vermont Historic Sites and Structures Survey (VT HS&SS): Some historic structures are listed along the roadway used by the western segment of the pathway (VT 22A/Main Street and along East Street. No other sites, structures or districts are listed within the study area. (fig. 3; C.B. Johnson and E. Gilbertson 1992: 249; see also State of Vermont Historic Preservation 2002a, 2002b)

e. National Register of Historic Places: No sites, structures or districts are listed within the study area. (fig. 3; C.B. Johnson and E. Gilbertson 1992: 249; see also State of Vermont Historic Preservation 2002a, 2002b)

f. National Register of Historic Places Preliminary Reviews: No sites, structures or districts are listed within the study area.

g. Vermont Division for Historic Preservation Bridge Survey: None of the listed bridges are located in the study area (H. Rudge 1989: Appendix).

h. Vermont Rivers Study: The study area is located in Drainage Basin 3 Otter, Little Otter, and Lewis Creeks. The project corridor is located in a zone of known archaeological sensitivity; two historic sites are indicated outside of the project area on the map. (Vermont Agency of Environmental Conservation 1986: 68-69, 71, 73, 79, 80).

## **B. FIELD INSPECTION (SITE VISIT)**

**1. Surface Survey:** The project area was visually inspected by the principal investigator on January 12, 2005. Weather conditions were clear with temperatures in the 30's. Road surfaces were dry and bare, although there was light snow cover in open fields. Climatic conditions did not present any impediments to observation of general features in the project area. A windshield survey was conducted by driving the roadways in the project area. Overland stretches were observed and photographed from adjacent parking areas and streets.



# CITY OF VERGENNES MAP

Sites listed in the State Register of Historic Places  
(Numbers correspond to Register listings that follow.  
For A, B, and C see historic district maps.)

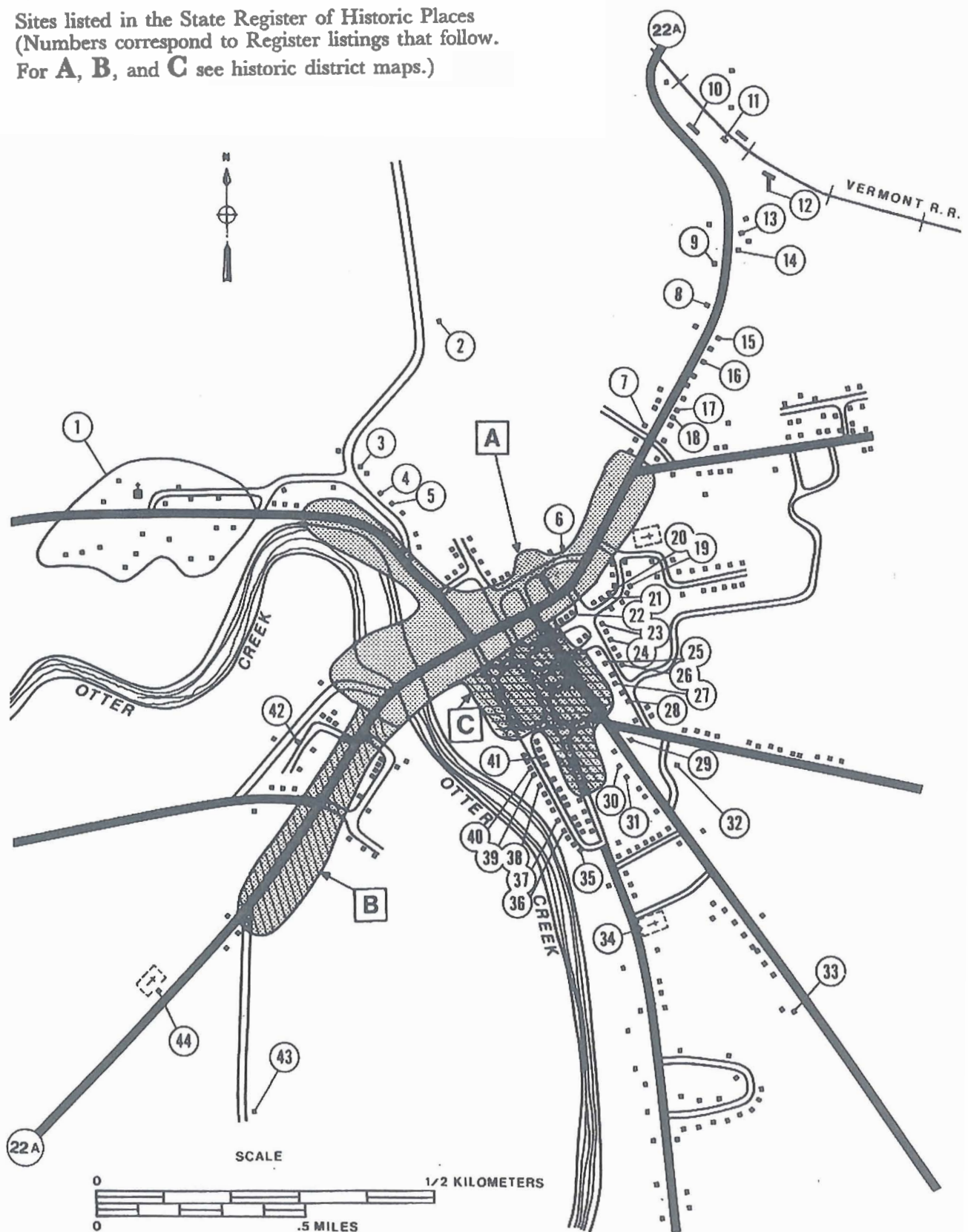


Figure 3. City of Vergennes map with historic sites and districts (after C.B. Johnson and E. Gilbertson 1992: 249).

**2. Major Geographical Features:** The preferred alternative passes through agricultural and urbanized lands. The land forms consist primarily of terraces formed by the Otter Creek on the west and two of its tributaries, one unnamed, the other Mossy Brook. Parts of Main Street and East Street used by the proposed pathway are part of the historic urban core of Vergennes, a city which dates back to the late eighteenth century (C.B. Johnson and E. Gilbertson 1992: 243-244).

**C. MAP DOCUMENTATION: Cultural Resource Issues and Archaeological Sensitivity:**

Historic resources have been identified in the project area. There are State Register listed structures along parts of Main and East Streets used by the proposed pathway (see above, *B.2.d. Vermont Historic Sites and Structures Survey*, p. 5).

**1. Sensitivity for Prehistoric Remains:** Any undisturbed parts of the project area, notably the open field areas traversed, are highly sensitive for prehistoric remains. This is because of the proximity (within 500 m or less in many places) of Otter Creek and its tributaries. An overall evaluation of the study area with the Environmental Predictive Model indicates a rating of high sensitivity (project total of 56 points with a minimum of 33 points required for a high sensitivity rating; see *Appendix A* below).

**2. Sensitivity for Historic Remains:** Based on the documents examined and the site inspection there is not sensitivity for subsurface historic archaeological remains in the project area. However, there are areas adjacent to the project, namely the yards and environs of State Register structures along the corridor, which are sensitive for historic remains.

**3. Section 106 Issues - Presence of Historic Sites, Structures or Districts:** No historic properties have been identified in the project area. However, because of the high potential for both prehistoric and historic remains in parts of the project area, there are potentially NR eligible sites in the project, and the provisions of Section 106 and 4 (f) could apply.

**D. RECOMMENDATIONS AND SUMMARY:** Additional archaeological testing is recommended for sensitive areas within the project. These areas should be more closely delineated as the alignment and impacts of the proposed construction are more precisely developed. This recommendation is subject to the provisos in the following paragraph regarding impacts outside of the project area.

**Rationale:** As currently planned, the proposed pathway construction could impact areas with the potential for preserving prehistoric or historic archaeological remains. It is possible that those impacts could be avoided through the use of geotextiles to protect subsurface deposits during constructions. These possibilities would have to be explored once the alignment and construction methods have been finalized.

**1. Visible, Potentially Significant Archaeological Sites in the Project Area:** There are no visible archaeological sites in the project area; see above, *C.1. Sensitivity for Prehistoric Remains* and *2. Sensitivity for Historic Remains*, p. 7.

**2. Potentially Significant Historic Structures or Districts in the Project Area:** There are no historic structures in the project area; see above, *C.3. Section 106 Issues - Presence of Historic Sites, Structures or Districts*, p. 7.

**3. Area of Potential Effects (APE):** The APE is the area which would be affected by the proposed construction and is equivalent to the project area; see above, *A.1. Definition and Location of the Project Area*, p. 2.

The VAOT should also be advised that the following are also to be included in the APE: any temporary roadways, access roads, haul roads, borrow sources and disposal sites, construction staging areas, storage areas, and any other areas that may be affected by construction operations that are not included in the permanent part of the project. New rights of way or alignment changes may need Phase I Identification and Phase II Evaluation studies. All such areas will require review by the Agency of Transportation's archaeologist and clearance from Division for Historic Preservation (SHPO). The construction firm will supply information about the exact locations of these areas to the Agency's archaeologist, and this provision will be part of the "Special Needs" section of any construction contract.

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**APPENDIX A:  
ENVIRONMENTAL PREDICTIVE MODEL FOR LOCATING PREHISTORIC  
ARCHEOLOGICAL SITES\***

N.B. For the purposes of this project the entire project area is evaluated as a single unit for a generalized sensitivity rating.

Environmental Variable	Proximity	Value	Assigned Score
<b>A. RIVERS and STREAMS (EXISTING or RELICT):</b>			
1) Distance to River or Permanent Stream (measured from top of bank)	0- 90 m	12	<u>12</u>
	90- 180 m	6	
2) Distance to Intermittent Stream	0- 90 m	8	_____
	90-180 m	4	
3) Confluence of River/River or River/Stream	0-90 m	12	<u>12</u>
	90 –180 m	6	
4) Confluence of Intermittent Streams	0 – 90 m	8	_____
	90 – 180 m	4	
5) Falls or Rapids	0 – 90 m	8	_____
	90 – 180 m	4	
6) Head of Draw	0 – 90 m	8	_____
	90 – 180 m	4	
7) Major Floodplain/Alluvial Terrace		32	<u>32</u>
8) Knoll or swamp island		32	_____
9) Stable Riverine Island		32	_____
<b>B. LAKES and PONDS (EXISTING or RELICT):</b>			
10) Distance to Pond or Lake	0- 90 m	12	_____
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	_____
	90 –180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	_____
<b>C. WETLANDS:</b>			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	_____
	90 -180 m	6	
14) Knoll or swamp island		32	_____



**\*edition of May 23, 2002.**

**\*\* refer to 1970 Surficial Geological Map of Vermont**

**Total Score: 56**

**Other Comments : Project corridor is archeologically sensitive.**

**0- 32 = Archeologically Non- Sensitive**

**32+ = Archeologically Sensitive**



## **APPENDIX C**

### **Alternatives**



## **APPENDIX C.**

### **Alternatives**

The following section describes the different alternate alignments and links. Each link is described in the present tense. Unless specifically described as “existing,” the facilities described in the text are proposed.

#### **Alternatives**

##### **1. Alternative 1: Route 7 Alignment**

Alternative 1 begins at the eastern end of the sidewalk on the north side of New Haven Road as a shared use path. The path is located inside the roadway right-of-way at the northern edge. It follows the New Haven Road right-of-way to the intersection with Route 7, where the path turns north inside the Route 7 right-of-way. The path moves closer to the road in order to cross Mossy Brook using the existing Route 7 culvert. A small retaining wall will be needed to create a pad wide enough to accommodate the path. (Alternately, the culvert could be extended to eliminate the need for a retaining wall.)

On the north side of Mossy Brook, the path continues north on the western edge of the Route 7 right-of-way all the way to the Route 22A intersection. It crosses Monkton Road by a pedestrian phase signalized crosswalk, which is added to the existing traffic signal at the Route 7/Monkton Road intersection. It crosses the railroad via the addition of a new pedestrian gate. North of the railroad crossing, the path may move closer to the road to minimize the changes in grade that occur along the western outer edges of the right-of-way.

Near to the intersection of Routes 7 and 22A, the path turns to the west to parallel Route 22A along the southern edge of the Route 22A right-of-way. At the Meigs Road intersection, a crosswalk carries the path to the west side of the intersection. A second crosswalk carries the path to the north side of the road to the park and ride connecting with the proposed walkway planned as part of the Park and Ride lot.

##### **2. Alternative 2: City/Town Line Alignment**

Alternative 2 begins at the eastern end of the sidewalk on the north side of New Haven Road as a shared use path. The path is located inside the roadway right-of-way at the northern edge, similar to Alternate 1. It follows the New Haven Road right-of-way to a point just north of the Eagles Club access drive. At this point, the path heads north down the grass slope of the Eagles property to a new boardwalk that crosses the wetland adjacent to Mossy Brook. The boardwalk is located in the alignment of the existing VAST trail. A small prefabricated bridge in the middle of the boardwalk replacing the existing wooden bridge carries the path over Mossy Brook itself. The path climbs the slope on the north side of the wetland to the southwest corner of the School District parcel that holds the athletic fields.



The path heads north along the eastern edge of the school parcel, following the various turns as it heads towards Monkton Road. The turns have a minimum radius of 100 feet. At Monkton Road, the path turns quickly east, remaining on the southern edge of the road right-of-way. After passing in front of two residences on Monkton Road, the path crosses Monkton Road via a crosswalk to the east side of Ridgeview Road. At the intersection with Meadow Street, the path shifts onto the shopping center property and wraps around the east and north side of the residence on Meadow Street. West of the Shaw's Shopping Center, the path again turns north and crosses the American Legion access drive and athletic fields to reach an existing path cut through the trees to the railroad.

The path crosses the railroad on a new pedestrian crossing point, protected by a signal gate. New fencing along the railroad limits the use of other crossing points. North of the railroad, the path travels along the western edge of the existing hay field. Along the way, it crosses the beginning of Potash Brook via a 75 foot long prefabricated bridge. At the northern end of the field, the path turns east to intersect the Route 7 right-of-way. From this point to the park and ride lot Alternative 2 follows the same alignment as Alternative 1.

### 3. Alternative 3: East School Alignment

This alternative starts on New Haven Street at a 50-foot wide access point to the school property. At the end of the access way, the path heads to the northeast towards the wetland. A new boardwalk crosses the wetland, using the alignment of an existing informal path near the eastern edge of the school property. A small 25-foot long prefabricated bridge near the northern end of the boardwalk crosses Mossy Brook.

The path rises up the hill out of the Mossy Brook wetland and heads north across the athletic fields. The path would lie between the baseball field and soccer/football field, dividing the athletic fields in half. At the north end of the athletic fields, the path turns and wraps around the parking area. It continues north towards Monkton Road to the west of the main access drive to the School from Monkton Road.

At Monkton Road, the path turns to the west on the south side of Monkton Road right-of-way. It travels only about 100 feet to a crosswalk on Monkton Road leading to the eastern edge of the Armory property. The path continues north on the Armory property west of the tree right-of-way on the property line. A fence along the western side of the path divides it from the remainder of the Armory property. North of the Armory, the path continues north along the west side of, or as possible, within the right-of-way of Armory Lane.

The path turns off of Armory Street near the curve in the road and follows the eastern side of one of the drainage ways down to Potash Brook. The path continues along the eastern side of Potash Brook until it reaches the railroad. The path moves under the railroad in a new box culvert constructed to accommodate the path. North of the railroad, the path continues along the eastern/southern edge of Potash Brook until close to the City Line, at the eastern edge of the Country Home Products property. At this point, a small prefabricated bridge takes the path across Potash Brook.

The path continues north along the eastern edge of the Country Home Products parcel. The path follows the north side of the Country Home Products access drive out to Meigs Road. At Meigs Road, the path turns north again along and inside of the Meigs Road right-of-way. At the intersection with Route 22A, the path crosses Meigs Road via a crosswalk and then Route 22A, again via a crosswalk to reach the Park and Ride lot.

#### 4. Alternative 4: West School Alignment

This alternative starts at the intersection of East Street and New Haven Road and moves north on East Street to the south side of the City Park. The path along East Street can either be a shared use path located on the east side of the roadway or as bicycle lanes on both sides of the road. If the shared use path is used, it would be divided from the roadway by a small, attractive barrier. If the bicycle lanes are used, a crosswalk would bring the southbound portion of the path across East Street to the City Park. Pedestrians use the existing sidewalks on East Street.

On the Park property, the path moves east along the south side of the pool. A retaining wall on the south side contains the fill and keeps fill from the path from filling the wetland or covering the slope leading down to it. Close to the northeast corner of the property, the path turns to the east and follows an existing trail across the wetland to the southwest corner of the athletic fields. An existing culvert carries the path across a small tributary of Mossy Brook.

The path continues north along the western edge of the two ball fields on the School property. It follows the same alignment as Alternative 3 around the school parking area and out towards Monkton Road. At Monkton Road, this path turns west along the south side of the Monkton Road right-of-way to the intersection with Armory Road. Two crosswalks bring the trail across Monkton Road to either side of Armory Road.

Three-foot wide striped shoulders on both sides of Armory Road bring the path north to the beginning of the curve. A new sidewalk on the east side of Armory Road provides a safe walking location for pedestrians. At that point, a crosswalk brings the northbound travelers to the west side of the roadway, where the path heads northwest across the field towards North Main Street. The path continues across the field until it intersects the North Main Street right-of-way.

Once inside the North Main Street right-of-way, the path turns north on the outside edge of the right-of-way and parallels North Main Street to the western side of the Kennedy Brothers access drive. The access is actually located within a City right-of-way which follows the old alignment of North Main Street when it used to cross the tracks at grade. The path hugs the western edge of the right-of-way as it continues north towards the tracks, between Kennedy Brothers and the Vergennes Building Supply buildings.

The path crosses the railroad at a new at-grade pedestrian crossing linking with the southern end of Meigs Road. The path continues north on Meigs Road via bicycle lanes on both sides of the roadway. The 28-foot side roadway is widened by one foot on both sides to allow the creation of two ten-foot wide travel lanes and two five-foot wide bicycle lanes. At the intersection with Route 22A, a crosswalk links the eastern bicycle lane to the west side of the roadway and a second crosswalk on Route 22A brings travelers to the Park & Ride parcel.

## **Links**

### **1. Link 1: South High School Alignment**

This link runs along the southern edge of the high school athletic fields. It provides a potential link between Alternatives 2, 3, and 4.

### **2. Link 2: Grade School Alignment**

Link 2 provides an alternate means of access between East Street and the High School athletic fields. It follows the alignment of the sidewalk that links East Street and the pool entrance. It continues along the southeast side of the access drive north of the tennis courts. On the northern corner of the tennis courts, the link could head east and end when it reached the alignment of Alternative 4.

The path could also continue northeast and follow the south and east sides of the Grade School athletic fields to the existing road connection between the Grade School and High School athletic fields. The path would follow the roadway alignment, using the existing culverts to cross the tributary to Mossy Brook. The link ends when it reaches the alignment of Alternative 4.

### **3. Link 3: City Line Alignment**

Link 3 starts at the point where Alternative 2 turns west from the City/Town line along the outer edge of the High School athletic field property. It continues straight along the City/Town line until it intersects Monkton Road. It would lie on either side of the line, depending on which properties would be most appropriate for securing a right-of-way. The link would end on the east side of the City line as it uses an existing access to Monkton Road between the buildings.

### **4. Link 4: Monkton Road Alignment**

Link 4 lies along the south side of Monkton Road and provides a link between Alternatives 3 and 4 and Alternative 1. It would follow the alignment of Alternative 2 for a short ways as they both parallel Monkton Road. Moving from west to east, the path would cross the access drives to the Middle School/High School and then several driveway to residences or businesses before ending at the Alternative 1 alignment on the west side of Route 7.

5. Link 5: Shaw's Shopping Center

This link begins at the point where Alternative 3 turns away from the Armory Road right-of-way at the curve. It continues along the north side of Armory Road to the American Legion ball fields. Near the entrance to the American Legion property, the path crosses the roadway via a crosswalk and crosses the alignment of Alternative 2. From there it moves around the south side of the American Legion building and onto the Shaw's Shopping Center property. The path continues on the northeast side of the parking areas and buildings on the Shaw's Shopping Center property until it ends at the Alternative 1 alignment.

6. Link 6: Old Farm

Link 6 serves as an alternative means of linking Armory Street and North Main Street. It begins on Armory Street and follows the access drive on Armory Road to the old barn. It continues following an existing access drive northwest to North Main Street. At North Main Street, the path turns north along the east side of North Main Street as a shared use path. The link ends when it intersects the alignment of Alternative 4.

7. Link 7: Route 22A

Link 7 provides users with the Route 22A Kayhart railroad underpass as a means of avoiding a direct crossing of the railroad. It starts on Main Street in front of Kennedy Brothers at the point where the Alternative 4 alignment separates from the Main Street/Route 22A right-of-way. It continues along the east/north side of North Main Street, inside the right-of-way, as a shared use path. The path will require the removal of the parking in front of the commercial buildings south of Kennedy Brothers. The path moves approximately 20 feet away from the edge of the pavement to cross the southern entrance to Kennedy Brothers parking lot, although it will remain in the former Main Street right-of-way. The entrance itself is narrowed to be no more than 24 feet wide. Across the entrance, the path moves back to the Route 22A right-of-way north of the entrance. Due to the configuration of the parking, the path passes between the existing Kennedy Brothers sign and the parking lot as it moves north, but stays at least twenty feet away from the roadway until after it has crossed the northern access drive to Kennedy Brothers and Vergennes Building Supply. It parallels North Main Street, lying at the outer edge of the right-of-way to the underpass. At least one utility pole on the west side of the Vergennes Building Supply building that lies close to North Main Street south of Depot Street will need to be relocated. (This building will be very close to the edge of the path.) North of Depot Street, retaining walls on the east and west side of the path provide a level area of the path. The shared use path moves close to the roadway as it approaches the underpass to squeeze under the railroad. The path is separated from the roadway under the underpass by a wooden guardrail.

On the east side of the underpass, the shared use path stays between the drainage swale and the roadway. The swale will need to be shifted away from the roadway by approximately five feet and a retaining wall will be needed on the drainage swale side to keep the fill needed

to create a level area for the path out of the swale. Alternatively, the drainage could be put into a culvert lying under the path. The link crosses Route 22A via a crosswalk on the western side of the intersection with Meigs Road.

#### 8. Link 8: Railroad West

Link 8 provides an alternate means of crossing the railroad, using a crossing already planned for the rail trail being developed on the west side of Vergennes. This link would start as a shared use path at the same location as Link 7 and head north along North Main Street until a point opposite the northern end of the Deneker Chevrolet parcel. At this point, a crosswalk brings the link across North Main Street.

Once on the west side of North Main Street, this link moves north relatively close to North Main Street/Route 22A until the roadway curves east to pass under the railroad. The shared use path would continue north at this point until it intersects the railroad. It would then continue north either on the inside or outside of the railroad right-of-way to the point where the rail trail crossing to link to the Park and Ride Lot is planned. Link 8 would use the same crossing to reach the east side of the railroad and the Park and Ride Lot.

#### **Sidewalks Extension**

An alternate means of connecting the northern end of Main Street with the Park and Ride lot is the extension of the sidewalk along North Main Street. The sidewalk starts at the end of the existing sidewalk, several buildings south of Kennedy Brothers. It continues north and follows a similar alignment as Link 7. The only difference between the two is the width and the sidewalk will not shift away from the roadway as it crosses the access drive to Kennedy Brothers. Because the sidewalk is half the width of the shared use path in Link 7, there will not need to be a significant change in the drainage swale on the south side of Route 22A, east of the underpass. There may need to be a small retaining wall along the side of the sidewalk to keep fill from reducing the capacity of the swale.

#### **Sidewalk Extension with Bicycle Lanes**

It is also possible to accommodate bicycles in bicycle lanes along Route 22 with a sidewalk extension if combined with portions of Alternative 4. The option starts as a shared use path heading north from the same location. Just south of the access drive on the south side of the building currently housing Enterprise Car Rental, the path changes to a sidewalk and bicycle lanes are striped along the sides of North Main Street/Route 22A north from that point. Bicyclists heading south cross the road at the end of the bicycle lanes to access the sidepath on the east side of the road. Sight distances for the crossing in both directions appear to be adequate at this point. The crossing point is well marked with signs for both motorists and bicyclists. A very short section of North Main Street close to this crossing point is widened to accommodate the bicycle lanes. This crossing could also serve as a crosswalk for the car dealership which is located on both sides of the road, but it is slightly south of the ideal location. (Bringing the shared use path up to the location that is better for

the Car Dealership requires the removal of the parking spaces in front of the buildings passed by the shared use path on its way to the crossing point.)



**APPENDIX D.**

**Municipality Acceptance**





## **Town of Ferrisburgh**

**P.O. Box 6**

**Ferrisburgh, VT 05456**

Town Clerk's Office  
Tel. (802) 877-3429  
Fax (802) 877-6757

Chester Hawkins  
Town Clerk/Treasurer  
Pam Pierce  
Asst. Town Clerk/Treasurer  
Chester Hawkins  
Zoning Administrator  
Janet Oosterman  
Asst. Town Clerk

**RECEIVED**  
**MAR - 9 2006**  
**CITY MANAGER**

March 6, 2006

Renny Perry  
City Manager  
Vergennes VT

Dear Renny;

The Ferrisburgh Selectboard has concerns as to the safety of putting a sidewalk through the new Kayhart Underpass.

The Ferrisburgh Selectboard directed committee member Bob McNary to contact Wilbur Smith Associates engineer Jim Donovan regarding these concerns, including the idea that the old underpass be used if possible.

Jim Donovan submitted the enclosed rewrite of Section II.C page 8.

### **C. Additional Recommendations**

*The City may want to also explore the potential of upgrading the sidewalk on North Main Street between Monkton Road and the new sidewalks to be constructed as part of this project. Additionally, the City could explore options to connect the sidewalk on the west side of North Main Street, which abruptly ends just south of Potash Brook, with the new sidewalks on the east side of North Main Street.*

*While not formally examined as an alternative, the possible reuse of the old Karhart Underpass was considered during the development and analysis of the different alternate alignments. This underpass was abandoned when the new underpass for Route 22A was constructed. Research discovered that the old bridge deck was removed but the abutments were left in place. The void was filled, and the railroad tracks were placed on the new fill material. Consequently, it is not a simple matter to re-excavate the opening and use it as a means of taking a bicycling and walking facility beneath the tracks. However, since the abutments are still in place and the nature of the fill material is known, creating a tunnel under this portion of the railroad would be more feasible in this location than in any of the other locations considered as part of this analysis. Consequently, it may be appropriate to revisit the option of adding a new bicycling and walking underpass instead of taking a sidewalk through the new underpass when this project moves towards implementation.*

The Selectboard voted unanimously to accept but not endorse the study including new language in Section II.C page 8.

Sincerely yours

*Larry Simino*  
Larry Simino  
Chair Selectboard

VERGENNES CITY COUNCIL MEETING  
JANUARY 17, 2006  
MINUTES

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Alderman Tracy MacLean	

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CATERER'S PERMIT: A request to Cater Malt and Vinous Beverages was submitted by Dog Team Tavern for an event scheduled February 16<sup>th</sup> at the Merchants Bank from 5 to 7 p.m. City Clerk Devine reported Dog Team Tavern has catered several events in the City and has a Certificate of Insurance on file. David Austin moved to approve the application as submitted, seconded by Mike Sullivan, with all voting in favor.

PUBLIC COMMENT: Mayor Jin advised if anyone had comments to offer regarding discussion planned for this meeting, now was the time to do so. Marilyn Nacsin announced she participated in the Forum on Sprawl public hearings held a while ago and supports multi-unit housing with open land. She also wanted to give an opportunity to the Bourgeois to sell their land. Sue Clark, a West Main Street resident, felt 62-75 homes is outrageous for the Bourgeois property and suggested 35-40 homes as more reasonable. You need to look at the overall impact on the community, she advised. She also pointed out that access from Hopkins Road onto Route 22A is already a hazardous site. Putting in big houses is a short term solution to a long term problem in her opinion. She iterated that 60 homes were too much for the land in discussion. Andy Broderick, a

representative for Housing VT, advised they own a 10-acre parcel off Armory Lane and would like the City Council's support for the proposed change in zoning from industrial to medium residential. Peter Halpin, an Ice House Court resident, looks onto the Bourgeois property across the river and he is concerned with the land down by the river. He felt the best use of that land was agricultural as it is now and would like to keep it productive agricultural land. Sixty plus houses is too much for him, he advised. Kirk Woolery advised he was here representing concerns of the American Legion Post off Armory Lane. Legion property abuts the land proposed to be changed to medium density; which is similar to what is there he advised. Concern is with the first proposal on that land that was pretty full with houses and buildings. He pointed out the change to residential zoning for that parcel would also increase their set-backs for land use and require their dumpster to be screened from view. The volume of traffic for the one entrance with on street parking and no sidewalks is another concern. Organized ball teams with their own insurance use their ball fields which they had planned to light. The devil is in the density, he advised. Duplexes with subsidies are more worrisome than single family units. Where will these people put boats, campers, snowmobiles, etc. They have real concerns with density limits, he advised. The Legion is financially fragile right now and they are concerned with any associated costs due to the change. Richard Jansen advised the flood zone on the Bourgeois property can make a great zone for birds. Speaking on behalf of his sons who own 2-lots off Armory Lane, Carl Cole advised he supports and feels it is appropriate to re-zone and extend the existing medium density residential to all the open land off Armory Lane.

**MULTI-USE PATH AND SIDEWALK STUDY:** Manager Perry advised Vergennes and Ferrisburgh have been working together for several years on the development of a Park and Ride site at the intersection of Routes 22A and 7. The two municipalities jointly applied for and received a grant to have a bicycle/pedestrian path study done that would connect both communities with the Park & Ride. Representatives from both towns have been on a committee working with consultants to see this happen. The study is completed and acceptance of it needs to be done now (does not commit to the City to anything) if we are ever to be looked at for grant funding, he advised. Jim Donovan, from Wilbur Smith Associates, gave a short presentation using an aerial photo to describe various alternate shared use paths. Today's projected cost for the project is \$1,135,064. Manager Perry explained the reason the project is so expensive is because the shared use road is ten feet wide with two feet shoulders. Tracy MacLean moved to accept the Multi-Use Path and Sidewalk Planning & Feasibility Study prepared by Wilbur Smith Associates, seconded by Deputy Mayor Craig Miner, and followed by discussion. Alderman Sullivan questioned whether these paths get used; we all like them and they sound nice but are they used? David Austin felt the City is only one-square mile and we spend a lot of money on busing kids; maybe these paths could save some dollars in the school budgets if they are used. A vote on the motion showed unanimous approval.

**PROPOSED ZONING CHANGES:** Mayor Jin advised they needed to deal with two parcels; basically they had to determine whether or not to re-zone these parcels as medium density residential. She recommended that zoning and the Development Review Board deal with proposals as submitted to them. If we get into all the other details we

could be here forever, she advised. Deputy Mayor Miner stated he would still like to look at a planned unit development (PUD) within a medium density area. Density is established basically looking at single-family homes and then leave the rest to the developer and the DRB, she advised. Craig felt that we needed to be very, very careful with this. Alderman Sullivan advised if we establish reasonable density based on a single family home on a one-acre piece of land, or on one-half acre of developable land, we will have been reasonable. A memo from Zoning Administrator Mel Hawley regarding density plans for the Bourgeois property (along with 5 maps of the parcel with various density plans) was made available to the Council in their packets. It was his intention that the additional visual material may help the Board with comparisons of the various density plans that could be set. He pointed out in his memo that the 25% bonus for the elderly in a PUD is being calculated and utilized differently based on differing interpretations between Mark Hattler and himself. He also offered to do a similar plan (maps with lots laid out) involving the land behind the Armory.

The Board reviewed the various density plans for the Bourgeois property which triggered various discussions. Deputy Mayor Miner advised he preferred the 1-acre lots on the Bourgeois property with medium density zoning. Mark Hattler advised he and Mel have looked at the flood plain line for that parcel and feel there could be another six 1-acre lots. They do not feel the line is accurately drawn on the photos. Mark offered to come up with some ortho photos that he will work with that will tell us how many units based on 1-acre parcels will truly be available.

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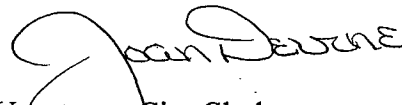
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